

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

NAVPER-0

REFERENCE COPY JULY 1953

XO



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JULY 1953

Navpers-O

NUMBER 437

VICE ADMIRAL JAMES L. HOLLOWAY, Jr., USN

The Chief of Naval Personnel

REAR ADMIRAL JOSEPH F. BOLGER, USN

The Deputy Chief of Naval Personnel

CAPTAIN WREFORD G. CHAPPLE, USN

Assistant Chief for Morale Services

TABLE OF CONTENTS

	Page
Jingle Boats Need Plenty of Pudding.....	2
The Word	6
Navymen's Formula for a Happy Ship.....	8
NOL — Where the Arctic and Equator Meet.....	12
Centennial of Perry's Naval Expedition to Japan	16
Training in Ship-Handling for Reserves.....	18
They Answer the Call of the Queen Flag.....	22
Waves Celebrate 11th Year on Navy Team ...	25
Letters to the Editor	26
Special Feature	
Specialty Marks of Enlisted Naval Personnel....	32
Enlisted Rating Structure.....	34
Today's Navy	36
Bulletin Board	44
Legislative Round-Up	46
Latest Shore Duty Eligibility List.....	49
Report on Navy Housing Conditions in Great Lakes Area	52
Directives in Brief.....	54
Decorations and Citations	56
Book Reviews	58
Book Supplement — Adrift in an Open Boat.....	59

LCDR F. C. Huntley, USNR, Editor

John A. Oudine, Managing Editor

Associate Editors

LT A. P. Miller, Jr., USNR, News

David Rosenberg, Art

Elsa Arthur, Research

French Crawford Smith, Layout

G. Vern Blasdell, Reserve

• **FRONT COVER:** General Quarters is sounded by Jerry D. Lauchner, SN, USN, as USS *Bremerton* (CA 130) moves in on enemy targets in Wonsan, Korea, as part of Task Force 77.

• **AT LEFT:** Deep plunge in high seas all but submerges main deck of USS *De Haven* (DD 727) as vessel refuels from USS *Oriskany* (CVA 34) in the Sea of Japan.

CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated. Photos on pages 18, 19, 20 (top left and lower left) and 21 (top left), by Robert Yingling, SN, USNR. Photos on pages 3 (lower right), 4, and 5 (lower right) by John R. Gregor, AF3, USN. Photos on pp. 22-24 by U.S. Public Health Service.



NAVY TUG, YTB 222, helps nose USS *Midway* (CVA 41) into pier after return of flattop from Mediterranean cruise.

Jingle Boats Need Plenty of Pudding

IT was sunrise in Norfolk and YTB 390 — the large harbor tug *Ganadoga* — was off for another day's work.

By 1200 she had moved three craft — an open lighter, a covered lighter and a dredge — from one section of the Naval Base to another and had towed a powerless LSM upstream to the Naval Shipyard at Portsmouth.

By 1600 she had moved in to help two destroyers fight wind and current to shift from one pier to another. It was not until after sunset that she finally knocked off — after wrapping up the day's biggest job. This one involved — with the help of five other YTBs — the pierside berthing of the 65,000-ton carrier *Midway*.

It was a typical day in the tug Navy. Some days are busier; others less so.

More than two dozen harbor tugs operate in the Norfolk area — YTB 390 and her sister tugs form one of the largest tug concentrations in the world.

Harbor tugs are used on a large scale in certain other major installations, Pearl Harbor, San Diego, Mare Island and Green Cove Springs, Fla.

You'll see them at numerous State-side and overseas Naval stations and Naval operating bases, at ammunition depots, net depots, amphibious bases, Naval shipyards and even at a few sea-fronting Naval air stations. In brief, tugs are deployed to all points served by the Navy.

Without tugs the much larger combatant ships and auxiliary vessels entering or leaving port or merely shifting berths would find it pretty tough going. Waterfront shore activities would be slowed down to a walk without the plucky little workhorses to keep the barges moving.

The jobs performed by harbor tugs fall into three major categories:

- Run-of-the-mill towing — taking non-self-propelled service craft around the harbor or on extended tows to, say, an up-river port.
- Assisting the big ships in berthing and unberthing.
- Moving "dead ships" about the harbor area. (A "dead ship" is one whose propulsion plant is shut down.)

Jobs like these call for top-drawer seamanship. A tug deckhand who fails to secure a line snugly to a bitt

can cause a barge under tow to go adrift. Worse yet, a slipping line might cause a fast-swinging ship to crash into a pier.

"Tugboating," as the trade is called, calls for teamwork too. The new deckhand will see this in his first days aboard as his tug, for example, gangs up with others to push, pull and otherwise cajole a balky battleship into drydock. Later he may see teamwork when the base's tugs, acting as fireboats, play their streams of water on a burning ship or dockside installation.

Within the tug itself you see teamwork as a matter of each crewman doing his job — and more — when matters get pressing. When an alongside tow of several cumbersome lighters is being made up, for instance, chances are a couple of the engineers and maybe even the lone cook are heaving around topside for there is only one watch section on a tug.

Few ships top the tug when it comes to variety in jobs performed. Take a bearing on the number of tasks tackled at one location. Here are extracts from the log kept at the

"Tug
port.
•
with
plant
•
attac
boar
side
her
APA
•
ter l
front
at th
•
tend
TH
it? A
than
BML
boat
which
Y2
pile
the b
via
the p
stroy
The
mast
is ke
and
muni
here
comi
cials
muni
betw
pilots
are u
Pr
10 k
a pos
figur
arriv
the p
tug,
Deu
390 i
Th
hand
two
abear
was
pilot
the p
she
sary.
the
come
port
Du
berth
been
JUL

"Tugmaster's Office," in a busy Navy port.

- Towed an open lighter loaded with empty shell cases to an ordnance plant, a 20-hour run of 186 miles.

- Assisted in getting underway an attack transport which was the in-board of three APAs moored alongside the pier. This involved slipping her out from between the outboard APAs and the pier.

- Towed a non-self-propelled water barge (YWN) from the waterfront area to a gate vessel moored at the harbor entrance.

- Assisted an incoming destroyer tender to her pierside berth.

The last one sounds easy, doesn't it? Actually there was more to it than would appear—as Carl H. Bailey, BM1, USN, can tell you. Bailey is boat captain of YTB 390, the tug which took bow position on this job.

YTB 390 had delivered a floating pile driver to the southern section of the base when Bailey received word, via the radio-telephone speaker in the pilot house to help berth a destroyer tender coming in from sea. The order had come from the tugmaster's office on Pier Seven. Here is kept a detailed listing of all tug and service craft moves. Other communications facilities are also located here for maintaining contact with incoming ships and base security officials. Radio-telephone, or, R/T communication, incidentally, is also used between boat captains and docking pilots of large carriers when pilots are unable to see the tugs.

Proceeding at a standard speed of 10 knots, YTB 390 took course for a position to the north where Bailey figured to intercept the tender. He arrived alongside just in time to see the pilot climb aboard from a sister tug, YTB 222. Known locally as "The Deuces," the 222 was to pair off with 390 in assisting the tender to its berth.

The destroyer tender was moving handily toward the pier while the two tugs steamed in step a few yards abeam to port. When the big ship was in position off the pierhead, the pilot ordered 390 to take position on the port bow. With her lines over, she would push and pull as necessary. After the YTB was in position, the pilot ordered *The Deuces* to come in and take position on the port quarter.

During these earlier stages of the berthing operation a brisk breeze had been blowing from the direction of



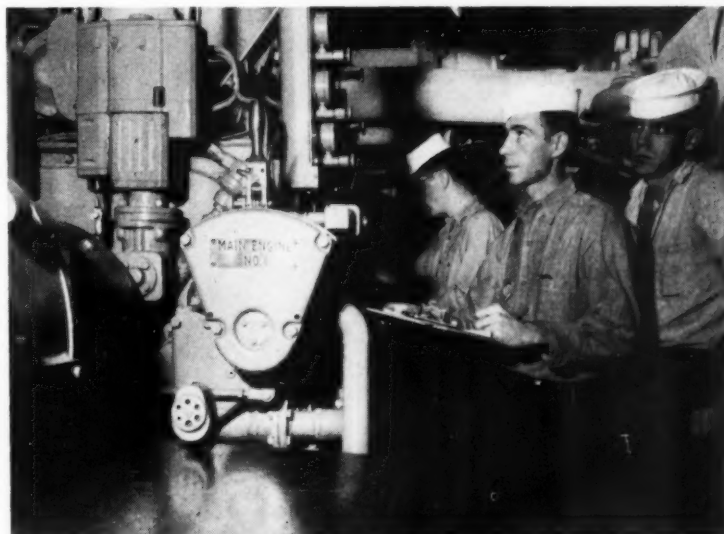
READY for another mission, men relax on board YTB 391. Note bow fender or 'pudding' and the array of rope fenders lining sides of the harbor tug.

the pier and the destroyer tender was using her engines and rudder to counteract it. Just as *The Deuces* was about to pass her lines to the tender the breeze stopped blowing. To avoid ramming the pier, the tender reversed her engines and began backing down. *The Deuces* was caught in the backwash and spun off to the side, losing valuable seconds.

While this was taking place aft, the tender's bow was rapidly swinging to the right, toward the pier.

Signaling to his bow deckhand to take an extra turn around the kingpost with the bow line, Bailey threw the tug's engines into back full. The backing down action, transferred to the tender by the bow line, slowed the tender's swing and then brought it to a stop.

The strain on the 'tween-ship bow line caused it to tauten like a fiddle string and proved that the precautionary turn around the kingpost had not been laid on just for drill. A hitch



'CHIEF ENGINEER' M. E. Futrelle, EN1, USN (center), checks engine readings. L. H. Lemen, EN3, (left), wipes down as J. W. Delawder, EN, looks on.



DISPATCHER W. D. Laswell, BMC, USN, passes word (left). Berthing schedule is manned by C. P. Slocum, BMC, USN.

that slips can be the weak link in an operation.

The tender had its end of the line made fast to stout steel bitts. The tug's kingpost itself is a sturdy steel deck fitting. The line was two-inch thick, spring-lay, steel-and-fiber rope that could take up to 60 tons of strain. With all lines thus secured, the tug could safely apply the full force of its 820 horsepower drive.

Finally straightened out and settled down, the tender took lines from *The Deuces* which had by now recovered from its spin. Both tugs then put their bows against the tender and gently nudged it alongside.

Mission completed.

The two boat captains took their tugs back to their standby berth at the head of Pier Seven to check in at the tugmaster's office for another as-

signment. Nothing much was said about the tricky tender job — it was all in a day's work.

The 390's gambit with the tender demonstrates the advantage enjoyed by the newer-type tugs over their older sisters in quick-stopping and reversing situations. Credit for fast, smooth maneuverability goes to the *electric controller* located in the pilot house next to the ship's wheel.

Not only can the newer tugs be switched from ahead full to back full directly from the pilot house, but changes in direction and speed can be made either rapidly or in gradual increments — as suits the boat captain's needs.

Speed and direction changes can be controlled only from the engine-room on older tugs. Orders for these changes come from the pilot house

through a bell-pull system. Hence the popular designation "jingle boat" for the older type harbor tug. Not so well equipped as the newer boats for ship docking and other quick-change work, the jingle boats are still tops for straight hauls, especially out-of-the-harbor tows.

Tugs are not the fastest vessels in the world, but they are well up there when it comes to pairing off "pulling" horsepower with size. As tugs they carry a "power screw" rather than a "speed screw." In line with this they have a low-gear drive, meaning a relatively slow spinning propeller shaft that is called for by a power screw. Another reason is their stubby hull shape which results from their beam being equal to a quarter of their length.

The tugs shown here are steel-hulled YTBs (large harbor tugs). Formerly they were called "yard tugs, big." A standard YTB displaces 345 tons, has a 100-foot length and a 25-foot beam. The older wooden-hulled, wooden-superstructure YTBs are somewhat larger, displacing 500 tons at full load and developing up to 1270 shaft horsepower. They have a 13-foot draft; the newer YTBs, a 10-foot draft.

It is this ample draft that gives harbor tugs their squat look in the water. The deep draft enables the propeller to dig in and "take a good bite." This digging in combined with the power screw and low-geared horsepower enables the tug to "walk away" with a tow several times its size.

About a third of the Navy's active duty harbor tugs are YTLs (small harbor tugs). A smaller version of the YTB, a YTL performs relatively less strenuous duties — which is not



TUG CREWMEN enjoy noon meal in the galley-mess compartment of YTB 390 as Edgar F. Douglas, CSG1, serves roast beef, mashed potatoes and salad.

to say that the crew doesn't work just as hard as the YTB crew. The larger YTLs have a 240 horsepower Diesel drive in their 80-ton steel hulls. They have a 66-foot length and a 17-foot beam.

The fact that tugs have no reputation as speed boats is illustrated by the saying: "From head-on, a tug underway looks like a pile of brush floating downstream." The outsize bow fender or "pudding" plus the array of rope fenders and an occasional rubber tire slung over the sides serve a most useful purpose. The side fenders save the tug from having holes punched in its sides by alongside tows and ease any blows received during close-in work.

A double role is performed by the pudding. It "spreads out" the point of impact when the tug nudges its stem against the sides of a larger ship and starts shoving. Also, the rope fiber against steel is less likely to slip than say, steel, against steel. With its pudding the tug can take various angles against the ship for pushing. With a bare metal stem it couldn't vary much from a right angle push.

If the average YTB is a bit cluttered-looking topside, it is as shipshape and tidy as any in the Navy within. This holds true for the pilot house, galley, the living spaces and the smooth-running engineering plant.

The boat captain has his own stateroom on the starboard side of the main deck forward while the chief engineer has his opposite on the port side. The eight other crewmen berth in a roomy compartment below decks forward. Messing is done family style. The commissary steward carries the food across to the table from his pocket-sized galley located in the same main-deck compartment.

Most YTBs are equipped for fire fighting too, carrying one or two fire-fighting pumps and monitors. These long-nozzle, one-man-controlled monitors can be trained in any direction and can throw out 2000 gallons of water per minute.

It is the usual practice at larger naval installations to rotate the fire-fighting tugs on a "duty tug" or "night duty" status. The duty tugs stand by after the others have secured from the day's work — usually about sunset. Duty tugs have variety in their work too: chasing down and securing drifting barges which might have broken loose from their moorings;



NAVY SMALL harbor tug (YTL), a smaller version of the YTB, stands by a large floating derrick — YD 121 — which is moored alongside MSTs vessel in port.

searching for men lost overboard from liberty boats or ships in the stream; extinguishing brush fires at isolated sections of the base.

This last job shows why fire fighters are assigned night duty. It might appear, because of the night duty assignment, that the heavy end of the over-all work load is carried by the fire-fighting tugs. As it happens, however, the tugboating work load is fairly evenly spread out because the non-firefighters are usually the ones selected for the long haul, overnight tow jobs.

Like most other self-propelled service craft — the classification to which it belongs — the harbor tug is usually

on the move the greater part of each day, seven days a week. This, of course, fits in with the pattern of a Navy that is on the move around the clock.

For most larger vessels, operations tend to run "hot and cold," the active periods alternating with less active in-port periods. Tugboating operations, on the other hand, move along at a more-or-less steady pace — the Navy's couple hundred tugs constantly making the many thousand moves required by daily "harbor housekeeping" and ship handling duties. As harbor tug sailors say: "Every day is moving day in the tug Navy." —William J. Miller, QMC, USN.



CREWMEN D. Carnevale, BMSN, and W. E. Rose, BMSN, USN (right), work bow line of YTB 390. The hardworking tug is moving USS Bache (DDE 470).

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **LENDING I.D. CARDS**—It has come to the attention of the Chief of Naval Personnel that a practice exists of giving or lending Armed Forces Identification Cards to civilian or naval recreational activities as security or collateral for the return of property, particularly athletic equipment.

All naval personnel are reminded that willfully allowing any person, regardless of the reason, to have possession of an Armed Forces Identification Card is unauthorized and can mean disciplinary action. Any person altering, damaging, counterfeiting or using an I.D. card in an unauthorized manner is also breaking the law.

The regulation concerning misuse of Armed Forces Identification Cards is applicable to all persons in the Navy. Personnel on active duty are issued a green card; those on inactive duty get a red card. Retired personnel of the Regular Navy, including those on Regular Temporary Disability Retired List are issued the active duty I.D. Card, marked with the word "RETIRED" in the space for the grade on the front of the card.

• **OFFICER DATA CARDS**—All commissioned and warrant officers on active duty are advised that 1 August is the date for the annual submission of an Officer Data Card (NavPers 340) to the Bureau of Naval Personnel.

Since these cards are constantly used by Detail Officers it is important that they be kept up to date. For this reason, if an officer desires to change

any of the information furnished on a previous card, he may forward a revised Officer Data Card not only on 1 August but at any time.

In the "Sea Duty" column on the reverse side of the card, officers will continue to include *all* duty served ashore outside the U.S. regardless of whether it is considered shore or sea duty for rotational purposes.

Not all entries in this column should be interpreted as sea duty for rotational purposes. BuPers Manual, Art. C-5102, states that certain duty ashore outside the U.S. is considered "desirable duty" and as such will be counted the same as shore duty in the U.S. for rotational purposes.

• **TRAINING COURSES**—Certain of the Navy's Training Course Manuals are now available for purchase by both naval and civilian personnel. Titles and prices may be obtained from the Government Printing Office.

Navymen who are preparing for advancement in rating often desire a copy of the training course manual applicable to their own rating which they can keep at all times and mark with personal notations.

Before ordering a training course it is best to send a postcard to U. S. Government Printing Office, Division of Public Documents, Washington 25, D. C., and ask for the latest price list. New courses are added from time to time and prices are subject to change without notice. Money orders or checks should be made payable to the Superintendent of Documents.

• STRIKING FOR A RATING?

—If you are thinking about a rating to strike for, here is some background information which may prove helpful. Some ratings are more "crowded" than others. Naturally, advancement opportunities are somewhat better in the "less crowded" ratings.

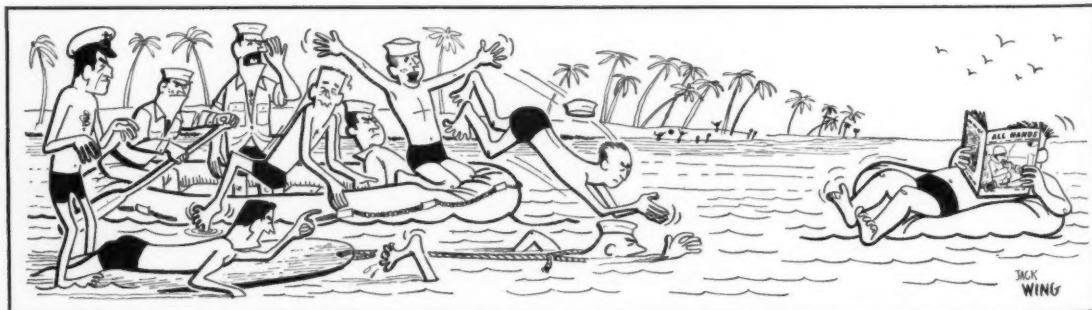
For example, in the last service-wide competitive examinations 122,202 persons qualified for advancement to pay grades E-4 through E-7. Of this number about 22 per cent—or 26,910, to be exact—could not be advanced because of quota limitations.

Restrictions on advancements due to quota limitations were not spread evenly throughout the rating structure. Rather, they applied particularly to those ratings in which there are limited needs for additional petty officers. Although some advancements to each pay grade were authorized in each rating, there were 23 ratings in which restrictions were placed on advancements to the third class petty officer grade. The other ratings, as the expression has it, were "wide open."

Summarizing these facts, one BuPers officer says: "It can be seen that while there is always room for the advancement of those who are best qualified, the competition is more keen in some ratings than in others."

What does this mean to you? Well, if you have a choice why not strike for a rating in which there is plenty of room for advancement? Men who have not gone to a Class A Service School usually have a chance to express a preference for the rating they wish to strike for.

If your ship or station needs strikers in one of the less crowded ratings you may get a chance at it. Your speed of advancement will be dependent to a certain degree on the rating you choose.



PASS THIS COPY ALONG — Don't drift away with this issue of ALL HANDS, nine others are waiting for it.

The picture is also favorable for those who were selected for a Class A school while in Recruit Training. Upon graduation from the Class A school they are identified as strikers for a certain rating. It is difficult to change a striker identification after graduation, but the following two factors are both to the good. The input to the Class A schools is dependent on the Navy's needs for petty officers in the rating for which the school prepares its students. Then too, since a man is selected for a certain school because of his special aptitudes and qualifications, his chances of rapid advancement to petty officer status should be very good.

Listed below are the ratings which at present are the most "attractive" from the viewpoint of rapid advancement. Although in many cases these are ratings that demand a relatively greater effort on the part of the striker to qualify himself, the better opportunities for advancement make the effort worthwhile. The ratings are: RD, RM, QM, FT, MM, SO, MN, EM, OM, ET, IC, MR, TE, FP, ML, BU, AC, AG.

• MOTOR TRAFFIC VIOLATORS

Sailors stationed in the U.S. or on leave who are driving along the highways should remember that military personnel who violate traffic laws are not entitled to any special consideration because of their military status. They are responsible for their actions during both on- and off-duty hours.

Automobile accidents do not just happen. In almost every accident, a traffic violator is involved. Therefore, it is evident that if traffic violations are reduced, the number of accidents should decrease correspondingly.

In 1952, traffic statistics report 668 Navy and Marine Corps personnel killed in motor accidents. A large number of the deaths were determined to be the "result of misconduct"—speeding and reckless driving, driving while under the influence of alcohol, etc.

One means of reducing traffic accidents is the strict, equitable and reasonable enforcement of traffic laws. SecNav Inst. 1626.1 of 6 Apr 1953 establishes a uniform policy for the handling of naval personnel charged with traffic violations while operating Government or private vehicles on streets and highways off Government property.

• **SMALL ARMS**—The number of reports concerning lost or stolen weapons indicates a lack of conformance with regulations governing security and the responsibility for small arms and infantry equipment. NavOrd Inst. 8370.1 of 27 Mar 1953 points out that small arms should be kept in a secure location and that they should be issued only to authorized personnel on custody receipt.

Pistols and revolvers are especially subject to theft due to the ease with which they may be concealed and disposed of. Checks should be made periodically to ascertain that they are returned when the requirement for which they were drawn is fulfilled.

Revised procedures for notification by shipboard or shore commands of lost, stolen or recovered small arms are now in effect. The loss or theft of a gun in port or at a shore activity should be reported immediately to (1) local police (civil, military or naval) and (2) the Naval District Intelligence Officer who in turn reports to the FBI. All reports should include the serial number of the weapon.

Notification of the finding or recovery of small arms should be made to the above authorities and a copy sent to BuOrd. This procedure also applies in cases of theft or loss at sea, the above-named authorities being notified. The "theft or loss at sea" notification should be made at the next port of call. If that port is not a U.S. port, notification should be repeated at the first port of call in the U.S.

The above notification procedure does not apply to cases of loss overboard at sea, however.

• CRUISE BOOKS WANTED—

The Ships' Histories Section of The Naval History Division is interested in obtaining a copy of your ship's Cruise Book. Such books offer an excellent record of historical events which might not otherwise become available to the Navy for historical and publicity purposes.

Narrative stories of each ship's actions in the Korean conflict are also desired.

Cruise books and narrative reports giving additional information on your ship may be addressed to Naval History Division, OP-29, (Ships' Histories Section), Navy Department, Washington 25, D. C.

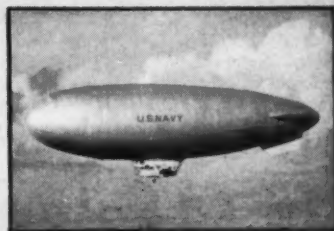
QUIZ AWEIGH

Although many lives have been lost in the war in Korea, many have been saved. A number of the badly wounded who are alive today probably have the efforts of three Navy hospital ships to thank.



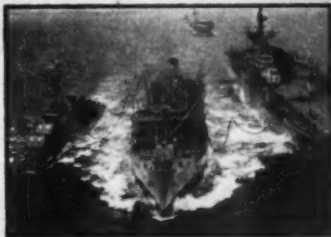
1. Navy hospital ships, like USS Repose (AH 16) above, provide hospital space for more than (a) 500 patients, (b) 800 patients, (c) 1200 patients.

2. Which one of the following hospital ships was the only one in active service at the outbreak of the Korean War? (a) USS Haven (AH 12), (b) USS Consolation (AH 15), (c) USS Repose (AH 16).



3. The Navy's K-type blimp, a standard airship for anti-submarine work, has a rated speed of (a) 65 knots, (b) 95 knots, (c) 115 knots.

4. It carries a crew of (a) 14, (b) 12, (c) 10.



5. Fueling at sea, underway, now a common practice for Navy ships, was first accomplished (a) before World War I, (b) during World War I, (c) after World War I.

6. During fueling operations, ships involved usually take the sea (a) slightly off the bow, (b) broad on the beam, (c) on the quarter.

ANSWERS TO QUIZ ON PAGE 53



TEAMWORK shows up in smart operations between ships as well as in work and esprit de corps of ship's crew.

Navy's Formula for a Happy Ship

HERE'S a ship with a good name that's well known throughout the Fleet. She has a proud war record and she enjoys her reputation as a fighting ship.

Because she's a happy ship, and a doing ship, sailors from all over want to be transferred to her. They've heard about her in letters from their buddies, read about her in newspaper stories, or served with her skipper or members of the crew sometime before.

What makes a good reputation like this? The answer is that such a ship enjoys a high standard of morale. But what is *morale* and what goes into the making of good morale?

Every man of the crew, from the most junior deck hand on up to the skipper plays a part in making morale. The ingredient that determines good morale and a happy ship is largely an *esprit de corps*, to which every man in the crew contributes his share. There's another way of saying this—it's due to the crew's *team spirit*, plus the *leadership quality* of the leading POs and CPOs, the division officers and department heads, the executive

officer and the skipper—each one knowing all about his job.

This goes a lot further than just knowing how to navigate a ship and fight, or the ability to run a ship's department in accordance with the ship's organization book.

Knowing your job means knowing what *you can do*—whether you're a seaman or head of one of the biggest divisions—to improve your ship's ability to carry out its mission, and *further*, knowing what to do for the well-being of the other members of the crew as well as yourself. Ask yourself some of these questions:

How does your ship score in gunnery and target practice? What kind of advancement program does your ship have? How many men are participating in a training program for their rates? What kind of recreational

facilities are made available to the officers and men? Is the chow considered good? Is there good attendance at church services afloat and ashore? What about liberty, leave and rotation?

These are questions for which a happy ship has the right answers. (Incidentally, a happy ship is a taut ship, well run, never loosely run.)

Now the big question—how does a ship earn its reputation as a "happy ship?" Old time Navy men always come up with the same answer—it's that leadership quality you find throughout, from the engineroom to the bridge, in the personnel office, the chaplain's office, the galley and the radio shack. No single individual is ever responsible for a happy ship—it takes many members of the crew to develop the reputation. It takes every man in a position of responsibility, whether he be a boatswain's mate first class on a yard tug, or a lieutenant in charge of a gunnery department of a destroyer. They want their ship to get ahead, and they want their men to get ahead.

Let's take a closer look into some of

Recipe for a Happy Ship:
Leadership, Teamwork,
Plus Hard Work and Play

the
ship
are n
prob
gred
name
be a
your
bine
the n
fleet.

He
gred

thing
and
other
vision
any

time
sions
war
sonne
all tin
cers
leade
their

It
to im
go on
defin
on-th
traini
respo
and i
ship.

WI
regula
is a v
the-jo
self. F
on ad
"train
divisio
officer
tunitio
there
gener
plenis

• C
A new
good
chief
They
they a
provid
advan
and th
sponsi

One
morale
manua
grams
advan

the more important reasons why a ship is rated a "happy ship." There are many in the Navy and your ship probably has some or all of the ingredients which make for a good name. On the other hand, you may be able to borrow a few ideas for your particular job which, when combined with others, will help spread the name of your ship throughout the fleet.

Here are some of the practical ingredients:

- **Knowing your job:** Know everything about your own particular job and as much as you can about all the other jobs in your department, or division, so that you can take over in any emergency that might arise.

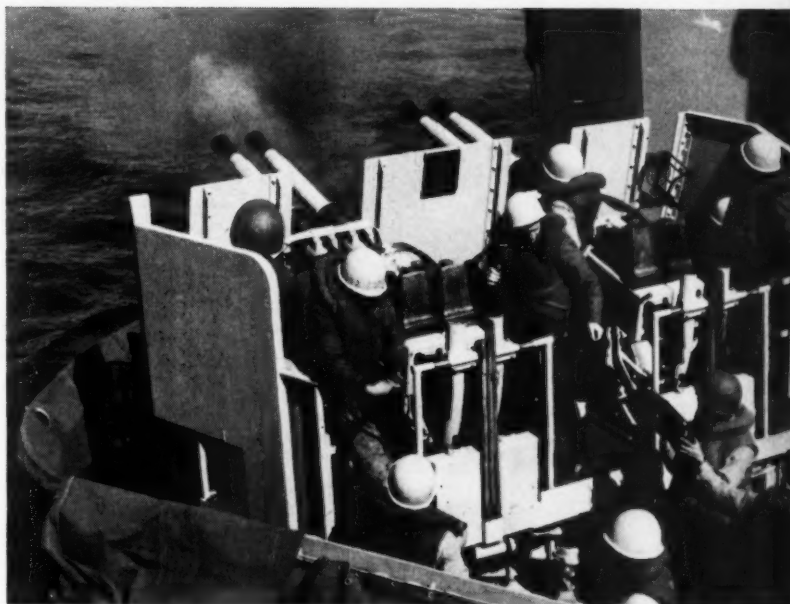
- **Training programs:** In peacetime one of the Navy's primary missions is training for war. If or when war comes, the Navy trains its personnel with even greater vigor. But at all times it is important for naval officers and leading petty officers, as leaders, to counsel, guide and instruct their subordinates.

It is the individual's responsibility to improve himself in his job, and to go on to better and bigger jobs. Well defined paths to this goal are through on-the-job training, established Navy training courses, self-study Naval correspondence courses, USAFI courses, and indoctrination by group leadership.

While most combatant ships lack regularly assigned classrooms, there is a wealth of training aids for on-the-job training—the equipment itself. Routine drills and evolutions take on added significance when used as "training situations." Of course, the division officer and the leading petty officer must be alert to such opportunities. The time for teaching is there—be it routine ship cleaning, general drills, general quarters, or replenishment.

- **Opportunities for advancement:** A never-ending responsibility of a good division officer and leading chief is the advancement of his men. They see that their men go up when they are ready and eligible. The Navy provides the procedures and tools for advancement—the rest is up to you and the men to whom you are responsible.

One ship with a reputation for high morale provides not only training manuals but also organized study programs which begin months before the advancement examination dates. The



COMBAT READINESS plays an important part in the life of Navymen ashore and afloat. Here, gun crewmen on BB continue training on 40-mm gun mount.

division officer issues each man a list of the military and professional requirements for advancement in his rating. Leading petty officers check out with each man the factors required.

The man up for advancement knows then where he is going, and how well he is doing.

Tied in with this, for all ratings, is the voluntary off-duty study program which is conducted under the

guidance of the division officer, the chiefs and POIs.

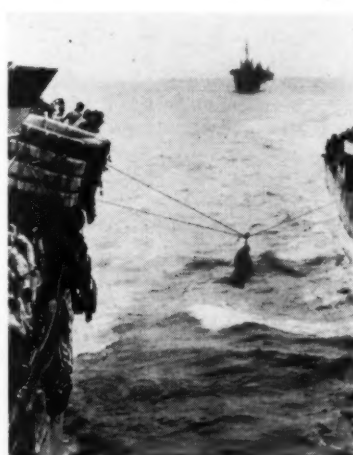
A good personnel officer and a crackerjack yeoman who are on the ball are important factors, too. They're worth their weight in good morale. They are accurate and prompt in getting letters, reports and forms out on time, they make sure that all Bureau and Fleet directives are complied with and they pass the word on opportunities and requirements to all hands.

- **Recreation:** Sports, shipboard smokers, happy hours, planned sports competition and adequate equipment are essential ingredients to a wholesome life aboard ship. The record proves that most ships with reputations as "happy ships" follow a well-planned recreational program.

The size of a ship of course determines the type of games and sports that can be played. For some ideas on recreation, see *Streamlined Sports for Shipboard Use*, ALL HANDS, January 1953.

The ship's Enlisted Recreation Committee and your District Special Services Officer will provide many ideas and programs for the ship's company. You can check up on these suggestions in ALL HANDS, June 1953, p. 12-14.

Another morale booster is wise preparation for liberty—especially in



MAIL CALL is big morale-booster for sailors. Here, mail pouch is transferred by high line at sea.



GOOD FOOD helps make a happy ship. Right: Religious services are held both ashore and afloat.

foreign ports. Let the crew know ahead of time something about the country and port your ship will be visiting and what the port offers in the way of recreational activities, USOs, servicemen's clubs, sight-seeing, etc.

For more on this you might read the ALL HANDS article on "Are You Making the Most Out of Liberty?" in May 1953.

• **Religion:** Rating equally with the quality of military leadership is

the spiritual strength of the individual. No man need halt his religious responsibilities just because his ship separates him temporarily from the church that he's been attending ashore. Actually, some men, new to the Navy, grasp their first significance of the importance of religion and faith.

The Navymen soon learns that the chaplain plays a big part in helping to build up and maintain high morale. In addition to assistance in

religious matters, the chaplain does a lot of other things that are equally important to a ship's morale. He helps to relieve the emotional tensions of the Navyman who finds himself in a troubling situation. Every sailor realizes the need for spiritual environment, even though he might not show or care to show it.

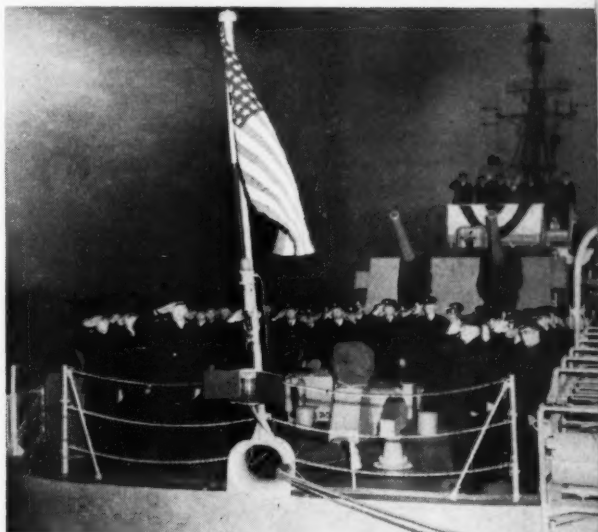
When a ship is too small to carry a chaplain at all times someone can take over some of his functions which do not require the presence of an ordained clergyman. For such lay religious representatives the Navy Chaplain Corps furnishes advice and any necessary facilities and equipment. For more about the Navy's religious kits and how to obtain them, see ALL HANDS, February 1953, p. 54.

• **Food and quarters:** Good clean living compartments, good messing facilities with good food, well-prepared — all are important to the individual well-being. Remember, also, that each man contributes to his own environment, good or bad, and every man is affected by it. Good environment, consistent with the ship's facilities, is an important ingredient in high morale.

From this you can see that practically every man on the ship plays his part in its morale: The commanding officer, the executive officer, the department heads, the division officers, the leading chiefs, the senior petty officers, and the enlisted man who is proud of himself, proud of his uni-



SWIMMING CALL means fun, relaxation. Organized sports and recreational activities such as hobby shops, libraries, movies, keep sailor's morale high.



WORKING DETAIL keeps vessel shipshape. Right: Ship's company looks sharp in ceremony at recommissioning.

form, proud of his ship and proud of the Navy.

In other words, *if the individual's objectives are part of the group objectives*, morale is high. Another basic concept is that morale may be defined as "wanting to do what you have to do."

Here's a check list of morale factors, each of which is an ingredient in the recipe for high morale that makes for a happy ship:

- ✓ Smart shiphandling and sea-going know-how.

- ✓ A good record in combat readiness.

- ✓ A good shipboard training program.

- ✓ Participation in naval correspondence courses.

- ✓ Plenty of well-worn training manuals.

- ✓ A good number of advancements in rate.

- ✓ Carefully prepared CPO and PO1 evaluation reports.

- ✓ Good Conduct Medals awarded when due.

- ✓ Plenty of commendatory captain's masts.

- ✓ Regular church services, well attended by officers and men.

- ✓ Daily ship's news-sheet or weekly newspaper.

- ✓ Adequate libraries of books and musical records.

- ✓ Needed sports equipment regularly used.

- ✓ Enlisted and officers' records

carefully and completely kept up to date.

- ✓ Inter-ship and intra-ship sports competitions.

- ✓ A well-planned leave program.

- ✓ Liberty for as many men as possible when possible.

- ✓ Careful use of the liberty boats for all men alike.

- ✓ Planned group shore activities.

- ✓ Smart saluting.

- ✓ Wearing the uniform properly and proudly.

- ✓ A low record of AOLs and PALs.

Your own ship's reputation as a happy ship isn't something that just happened. You helped. It is dependent upon each man's mental attitude, produced or intensified by proper training and indoctrination which gives each man confidence and a feeling of the "team spirit."

Take on board as many of these ingredients as is practicable and mix well with good leadership and acceptance of responsibility; the result will always be high morale and a happy ship.



VARIETY SHOW attracts the talents of officers and enlisted men alike. Happy hours, smokers, programs for greeting other ships, contribute to 'happy ship.'



NAVY MINE is rolled from temperature test chamber at Naval Ordnance Laboratory after test at 65° below zero.

NOL—Where the Arctic and Equator Meet

SOMETIMES you can't have a second chance. When your life, and those of an entire ship's company, depend upon the accuracy and reliability of the weapons at hand, you often don't have a second opportunity if your equipment won't operate correctly the first time. It's too late.

More than a thousand top-ranking scientists and engineers—rated among the best in the world in their respective fields—are working at the Naval Ordnance Laboratory, White Oak, Md., to make sure that the weapons used by the Navy will be deadly to the enemy yet safe for the men who use them.

Here, research is constantly under way to improve present weapons and to develop new ones in the fields of underwater ordnance, fuzes and projectiles, missiles and warheads, and explosives.

Because of security reasons, it isn't possible to go into great detail con-

cerning much of the specific work now being performed at NOL. Nevertheless, it can be said that typical of the general problems on which the Lab is currently helping to find solutions are the protection of our ships from the new, high-speed enemy submarines as well as against attacking aircraft carrying new and more deadly weapons.

NOL has a big job. The scope of its work ranges from basic research through design and development, including final testing of a weapon and evaluating it before release for production for eventual Fleet use.

Its primary responsibility, however, under the Bureau of Ordnance,

is the development and evaluation of new and better weapons.

Acquiring its present name in 1929, the Laboratory has evolved through BuOrd work extending back more than 100 years. It first achieved world-wide prominence for its work during World War II when the newly-introduced German magnetic mine was a desperate threat to Britain and to U. S. shipping.

NOL was responsible for the design of all degaussing instruments including the major Fleet degaussing stations and testing grounds. British degaussing designs were improved by incorporation of variable (rather than fixed) controls to reduce the magnetic fields of ships, rendering them less liable to damage.

Another of NOL's contributions during World War II was in the design of torpedo exploders, adapting influence-field principles to improve them. Since then, not only have in-

**Naval Ordnance Laboratory
Makes Weapons More Potent,
Yet Safe for Their Users**

fluenc
impro
nance
of det
nance
These
Navy
000

NO
tested
stroye
2,000
durin
War I
to ac
serve
capac
fare. A
Dicht
Navy
of in
helped
before
water
was th
specia
charge

It w
Graun
40-mm
manuf
tion, i
imatel
War I
credite
airplan
war.

Alth
cerned
search
for spe
side t
standi
ment
from
catapu
from B

Som
tions b
are ec
uses. I
ments
of no
many
an air
for sur
cal sea
other
sensiti
tion.

NO
gress i
physic
timers,
genera

fluence-field principles been used for improvement of underwater ordnance, but also for developing a series of detectors to locate submerged ordnance, particularly on test ranges. These detectors have enabled the Navy to recover more than \$60,000,-000 worth of torpedoes alone.

NOL also originated, designed and tested the airborne mines which destroyed or damaged approximately 2,000,000 tons of Japanese shipping during the last three months of World War II. Many NOL employees, called to active duty with the Naval Reserve, served in the Pacific in various capacities connected with mine warfare. An electronics engineer, William Dichtel, for example, worked as a Navy lieutenant on the development of influence mines at NOL, then helped assemble and test the mines before they were laid in enemy waters in the Pacific area. Later, he was the NOL representative at Bikini, specializing in mines and depth charges.

It was another NOL worker, R. L. Graumann, who adapted the British 40-mm anti-aircraft fuze to American manufacture with a minor simplification, but one which saved approximately \$230,000,000 during World War II. This is the fuze which is often credited with having downed more airplanes than any other during the war.

Although NOL is primarily concerned with naval ordnance, its research facilities have also been used for special projects for the Navy outside the ordnance field. Two outstanding examples are the development of the Momsen lung for escape from submarines and the powder catapults used for shooting airplanes from battleships and cruisers.

Some of the Laboratory's investigations have resulted in discoveries that are equally applicable to industrial uses. Notable among such achievements are the new magnetic materials of non-strategic metals, useful in many types of electrical equipment; an airborne magnetometer adapted for surveying large areas in geo-physical search for the presence of oil and other minerals; and new and more sensitive detectors of atomic radiation.

NOL in its early years made progress in spite of lack of funds and physical facilities. One of the old-timers, Dr. Robert C. Duncan, now general consultant, likes to recall the

time when \$25 a month was the maximum amount which could be spent on depth-charge research and when many purchases were limited to a maximum of \$10.

"Once during this period, we urgently needed an electric motor which cost \$17.50," recalls Dr. Duncan. "We finally bought the motor casing one month, then ordered the armature the next month. We told the supplier it wouldn't be necessary to separate the two parts for delivery."

The situation has changed since that time. Total capital investment is now more than \$50,000,000. A partial list of the facilities now available at NOL will give some idea of their vast scope: wind-tunnels operating at supersonic speeds; forty-foot safety-test drop towers; high pressure test tanks, capable of withstanding pressures of more than 1000 pounds per square inch; low- and audio-frequency acoustic equipment; a magnetic material laboratory; a pressurized ballistics range; temperature- and humidity-controlled chambers; unique equipment for the simulation, control and measurement of magnetic fields; and an x-ray laboratory with a 10-million electron volt betatron (an apparatus to generate high-voltage x-rays). There are also numerous special-purpose laboratories.

Of these, the Ordnance Environmental Laboratory is of special interest to Navymen. Its purpose is to duplicate within the laboratory adverse conditions that could have an effect on ordnance in any part of the globe. Here, the effects of temperature, pressure, shock, vibration, icing and corrosive conditions on experimental types of ordnance can be studied under carefully controlled conditions.

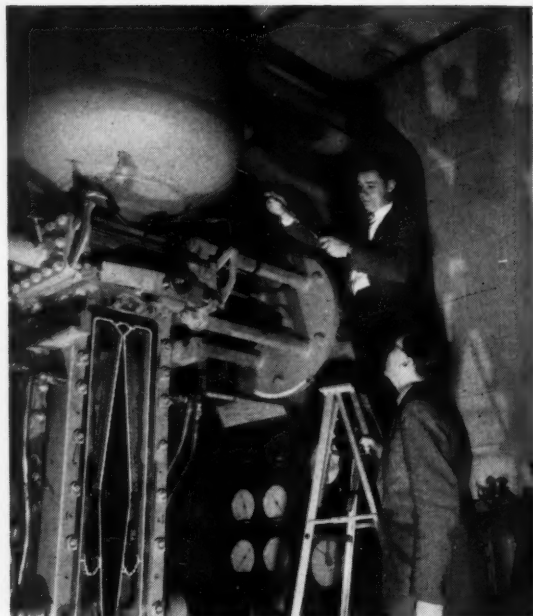
In its painstaking care, thoroughness, and imagination, the Environmental Lab might be considered characteristic of the entire NOL. The methods used to gauge a new weapon are as rigorous as possible, so that when it is finally approved and sent to the Fleet, Navymen everywhere will be able to depend on it, and feel sure that it will function properly when the time comes, yet be safe to handle meanwhile.

A part of the Environmental Lab, the air-gun lab, for example, contains an impressive array of ordnance testing equipment, including a 21 in. gun using air at 1000 pounds pressure per square inch which subjects



MEN 'pick up' MK 27 mine at NOL test facility. Below: Cables for net used to recover missiles are replaced.





TECHNICIAN uses glass lathe (left). Men check outside temperatures of air pressure tank at 'hypersonic' wind tunnel.

ordnance to shock accelerations such as those experienced by impact of an aircraft-launched mine with the surface of water, or by a projectile being fired from a mortar.

The Arctic and the Equator stand side by side in the temperature laboratory, containing a number of chambers varying in size up to 8 by 8 by 30 feet. Temperatures of minus 100° F. to more than 200° F. can be created, exceeding those which occur in nature at any point on earth, with controlled humidity ranging beyond the extremes of desert or jungle.

The thermal effects on ordnance plunging from the stratosphere tem-

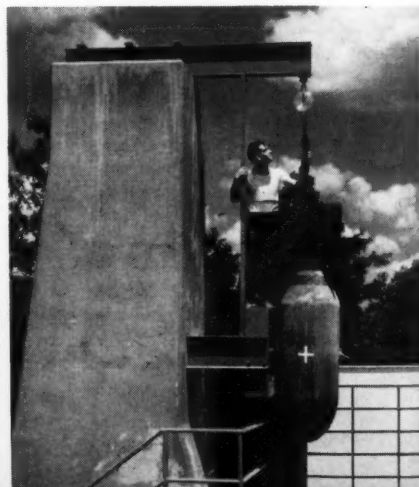
perature of a bomb-bay into the ocean anywhere on the globe, can be determined by wheeling out ordnance from the large temperature chamber and dumping it in the Sea Water Tank, 30 feet long and 15 feet deep. The temperature of the water in the tank can be controlled from the freezing point of sea water upward to the warmest ocean temperatures. Icing conditions and the effects of thermal shock are studied here. The tank may be lighted from below the surface and there are portholes for observing the action of the weapon as it strikes and falls through the water. The sea water used is artificially constituted from

fresh water and some ten different chemicals.

The largest of several pressure vessels is an 8 by 30 foot tank weighing 210 tons when filled with water—it holds 15,000 gallons. A 40-ton door, elevated hydraulically from the basement, seals the chamber. The four-inch thick walls of the shell can withstand more than 1000 pounds per square inch—the equivalent of the pressure occurring at one-half mile ocean depth. It is assumed that if a weapon goes below this depth, it is no longer of interest to the Navy.

As every gunner's mate knows, vibration is one of the foremost causes

USS STALLION (ATA 193) does field work for NOL. Right: Man checks 'tower' used to test dive-bombing equipment.



of ord
tant th
stand
the vi
the m
section
This c
jecting
vibrati
tests l
ships,
and se

In
White
isters s
areas.

Solo
water
mines,
counte
at Hiw
cilities
throw
Cape
mainta
testing
ordnan
operate

This
ation i
unoffic
NOL—
an item
doesn't
time an
conditi

This
in part
men a
import
Navym
Navym
Reserv
Lab. N
Reserv
evenin
ing at
W-3 is
ual me

W-3
Ordnan
the Na
unique
membe
who ha
tions f
tive pr

All fa
Regula
are dev
develop
fectivel
vice co
ing for
brains c

of ordnance failure, and it is important that ordnance be built to withstand it. To combat this problem, the vibration laboratory is, perhaps, the most continuously active single section in the Environmental Lab. This operates 24 hours a day, subjecting weapons and components to vibration endurance and resonance tests by simulating the motions of ships, aircraft, road and rail vehicles, and self-propelled weapons.

In addition to the facilities at White Oak, the Laboratory administers several test stations in outlying areas.

Solomons, Md., provides shallow water areas for general testing of mines, including aircraft drops and countermining. The deep water range at Hiwassee Dam, N. C., provides facilities for partial testing of ahead-thrown anti-submarine weapons. At Cape Henry, Va., the Laboratory maintains a station for rough-water testing of mines and other underwater ordnance, while at Fort Monroe it operates a mine actuation range.

This insistence on thorough evaluation is frequently a reflection of the unofficial but often-repeated credo of NOL—that, no matter what its cost, an item of ordnance is valueless if it doesn't operate properly at the right time and place, and under all service conditions.

This realistic attitude is created in part by the large percentage of men at NOL who have learned its importance the hard way. Many are Navy men on active duty or former Navy men, or part-time Navy men, Reservists who work in or near the Lab. NOL is also the site of a Naval Reserve unit, which meets during the evenings on a volunteer basis. Training at USNR Ordnance Company W-3 is beneficial to both the individual members and the service.

W-3 is only one of a number of Ordnance Companies to be found in the Naval Reserve program, but it is unique in several respects. All its members are scientists and engineers who have earned outstanding reputations for themselves in their respective professions.

All facilities and personnel, whether Regular Navy, Reserve or civilian, are devoted to insuring that NOL-developed ordnance will operate effectively under the most severe service conditions, and provide our fighting forces with the best weapons that brains can devise and money can buy.

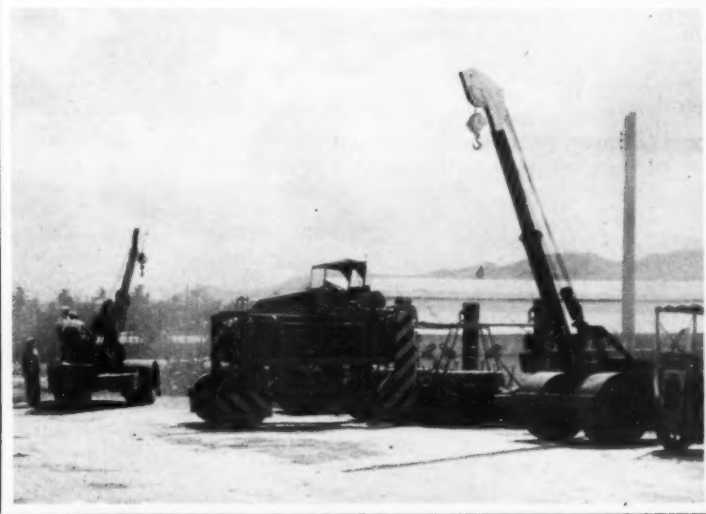


Guam's Cargo Handlers

Cargo Handling Battalion 11 has set up shop on Guam to take over the loading and unloading of supplies flowing through this outpost.

Trained in the most modern methods of handling cargo, the Navy men are equipped with such machines as fork lifts, tractors, lumber carriers, cranes and scores of other machines needed to carry out the complex job of handling cargo of all kinds.

The Battalion in action: Charles H. Milam, CD2, USN, operates specially designed lumber carrier (above). Men unload tractor from T-AKA 60 in Apra Harbor (center). Some of the machines used to load and unload cargo are shown in the equipment yard (below).



Centennial of Perry's Naval Expedition to Japan

THIS year marks the 100th anniversary of Commodore Matthew C. Perry's Expedition to Japan, opening that country to world trade. Now, U.S. ships are once again in Japan, as ships of a friendly nation.

A century ago Japan was a kingdom to herself, closed for all practical purposes to the other nations of the world. In the U.S. at that time, settlers were streaming across the continent. Gold had been discovered in California. Trade was increasing from West Coast ports into the broad Pacific. The Navy played a big part in helping to open trade routes even further.

As steam vessels began to replace the old clipper ships on the routes to the Orient, coaling stations and other sanctuaries for merchant ships were required. The Perry Naval expedition sent out by the U.S. government had the mission of developing such stations, and, if possible, of opening the Japanese islands to trade.

Some 18 previous expeditions, including four from America, had failed to crack the wall of isolation surrounding these islands. Perry felt that among the reasons for these failures were unfamiliarity with the Japanese people and a lack of understanding of their character. When he received orders to command the expedition in March 1852, Perry memorized many of the then known facts about Japan.

At the time Perry sailed from Norfolk aboard the steamship *Mississippi*, the Navy was also in the process of shifting from sail to steam. As a result, Perry's ships were a heterogeneous lot. Some sailed from the States, others joined the force from the Asiatic station.

The squadron assembled in Naha Harbor, Okinawa, in May 1853, six months after leaving Norfolk. The Okinawans were noted for their unfriendliness toward strangers so these islands served as a preliminary test of Perry's theories.

Perry undertook the job of securing the right for the American ships to anchor and provision at Okinawa. Refusing to do business with anyone other than the Regent, he remained in his cabin until that dignitary called aboard his flagship.

When the Regent did come, Perry rendered him full military honors and insisted on making a return call to the royal palace.

Perry paid his respects in grand style. In his 200-man procession to the palace were lined up two field pieces each flying colors, the *Mississippi* Navy band, a company of Marines, the Commodore in an ornate sedan borne by eight coolies, the Commodore's Marine bodyguard, six naval officers with sidearms, six coolies bearing gifts, more officers with sidearms, another company of Marines and finally the *Susquehanna* band!

This aggregation set the pattern for Perry's dealings with all Asians. Pomp, dignity and determination were to be the order of the day.

Across the conference table, Perry followed a policy of absolute faith. Whatever he promised to do, he carried out. As a result of the visit to Okinawa, Perry, for the first time, established the right of ships to barter for supplies on that island.

On 2 July 1853, the *Susquehanna* and *Mississippi*, towing the sloops *Saratoga* and *Plymouth*, steamed for

Japan. Six days later, the ships sailed into Tokyo Bay and anchored off Uraga. Here followed five days of diplomatic maneuvering, the Commodore stating that he would consult only with the direct representatives of the Emperor. The Japanese delayed, but Perry stood firm. Alert to the possibility of treachery, he exercised his crews at battle stations daily.

Patience and perseverance paid their dividends. On 14 July the Emperor's barge floated down from Tokyo, bearing two Imperial princes, to whom Perry delivered letters to the Emperor from President Millard Fillmore and himself. On this occasion, Perry increased his shoreside entourage to 300 men. All were impressively dressed and armed.

Perry promised the Japanese sufficient time to consider the U.S. proposals. He would depart, he said, and return the following spring for an answer. The Japanese agreed. The squadron then sailed south and spent the winter in Hong Kong.

Once again steaming into Tokyo Bay on 11 Feb 1854, the Commodore ordered his squadron, consisting of *Susquehanna*, *Powhatan*, *Mississippi*, *Macedonian*, *Lexington* and *Vandalia* to anchor off Yokohama.

The Japanese resumed their delaying tactics. They insisted that the Americans shift their anchorage farther from Tokyo and protested against American hydrographic surveys that were being carried out. Perry stated firmly that the surveys would continue as work of value to the entire world.

On the day that had been set for the beginning of the negotiations, 8

FIRST LANDING OF AMERICANS IN JAPAN — Commodore Perry's forces go ashore at Goriama on July 14, 1853.



Mar 1854, the Commodore with 500 men and three bands of music, went ashore to confer with the five commissioners from the Emperor.

The Japanese expressed a willingness to enter into friendly trade with the U.S. but seemed determined to concede very little. They proposed to Perry that one Japanese port be opened within five years as a coaling station and refuge. This gave Perry a powerful opening wedge and taking advantage of this concession, he handed the commissioners a proposed draft of a full-fledged treaty between the two nations.

The treaty, written in English, Dutch and Chinese, was accepted and signed on 31 Mar 1854. It provided for two harbors, Shimoda and Hakodate, to be opened for supplies and coal to merchant vessels; for shipwrecked sailors to be rescued if possible and returned to American representatives (previously sailors had been imprisoned); and for American citizens to be given freedom of movement in treaty ports.

In the middle of the treaty negotiations, Perry had delivered to the Japanese gifts which illustrated to them the advantages of world trade. Among them were farm implements, two telegraph instruments, clocks, three "Francis" lifeboats, a telescope, potatoes, books, whiskey and wines, perfume, charts, seeds and a miniature locomotive, complete with tender, coach and track.

In return the Japanese presented gifts—lacquer work, silk, crepe, dolls, food-stuffs, porcelain, pongee, umbrellas and items of handicraft.

The impact of Perry's success was to be world wide. In the century that followed, Japan, by adopting western techniques, was to become one of the earth's great industrial, mercantile, and military powers, until she lost that position in World War II.

Today, Japan is rebuilding her industry and her trade — with the assistance of the nation which originally helped show her the benefits of world trade.

(The 100th birthday of the opening of Japan by this naval expedition has been commemorated in a pamphlet prepared by the Navy Department's Office of Information, from which a large part of this material has been taken, entitled "Centennial-Opening of Japan by Commodore Matthew C. Perry, USN," (NavExos P-1167)).



MARBLE CHAMP — George W. Smith, SN, USN, plays tight match with 'Pop' Maynard, octogenarian marble champion at Sussex, England.

Knuckle Ball Helps Sailor Beat England Marbles Champ

Seaman George W. Smith, attached to the staff, Commander U.S. Naval Forces, Eastern Atlantic and Mediterranean, has earned a unique reputation—he defeated the marbles champion of England. In a special challenge match at Tinsley Greens, Sussex, England, the young sailor won over the 80-year-old All-England champ, "Pop" Maynard.

Smith, using what he called an "American knuckle ball," squeaked through to a 7-6 victory that had a crowd of more than 500 English and Americans holding their breath.

The whole affair started when the marble committee at Tinsley Greens extended an invitation to personnel on duty at the headquarters, Commander U.S. Naval Forces, Eastern Atlantic and Mediterranean, to watch some of the matches.

Six Navymen decided to attend. A representative of the "Tinsley Tigers" asked the watching Navymen if they wanted to take a crack at the game. The CincNelmers said they did and proceeded to beat the Tigers in one game although the All-England champions took the remaining two out of three.

Their interest aroused, the Navymen requested to be allowed to enter a team in the tourney.

Since many of the early games had already been played, the committee ruled it was too late to admit a new entry, but a special match was arranged between the sailors and an All-Star team.

Once the game started, it was obvious that the six sailors were no match for their elderly opponents. The All-Stars soon had the game on ice, winning easily, 38-11.

Not to be outdone, however, Smith challenged the All-England champ, "Pop" Maynard to a match. On his first shot, the 80-year-old champion knocked out three of the 13 marbles from the ring.

Seaman Smith got two marbles on his first shot. The game was nip-and-tuck down to the last marble. The score stood 6-6 with "Pop's" turn coming up. The Grand Old Man of Marbles took his shot, but his aim was off and he missed.

This was the break that Smith needed. He "thumbed" his winning shot, knocking out the last marble.

Other Navymen in the tournament were Daniel A. Gleason, Jr., YN2, USN; Francis M. Fowler, YN3, USN; Donald E. Teeter, YN3, USN; Fernand J. Isabelle, YN3, USN; and Bernard L. Parsons, SN, USN.

Training in Ship-Handling for Reserves

It was early morning as the bus swung through the gate. Stopping for a moment as the Navy sentry made his check, it continued on to the pier area where it pulled up beside a trim-looking PCE.

A quartermaster, standing watch at the ship's gangway, looked up, then strolled to one side and picked up a phone.

"Wardroom, this is the Quarterdeck. More new arrivals, sir," he reported.

The bus door opened and Navy-men began pouring out. They were Naval Reservists, coming aboard the ship for two weeks' training duty.

Seabags on their shoulders, they filed up the gangway. There they were met by a boatswain's mate who

Naval Reservists Learn How To Operate a Trim Ship On Two-week Training Cruise

led them below to show them where to bunk, eat and wash.

Thus began another training cruise for one of the thousands of units that form the Navy's ready manpower pool — the Naval Reserve. This particular unit happened to be Surface Division 5-11 of Newport News, Va. It could just as well have been any other surface division — from Salem to Seattle.

To get their annual on-the-job indoctrination or refresher training,

many Reservists cruise aboard regular units of the Operating Forces — from big carriers to smaller vessels like landing craft. They go aboard these ships by quotas and are fitted into the regular shipboard organization. Often these ships participate in exercises or operations so the Reservists receive training as the Regulars go through the required evolutions.

Others, like the Newport News gang, take their seagoing training on ships specifically set aside for that purpose. These ships are in regular commission and are part of the combat potential of the Fleet, but they are manned by only a nucleus crew of Regular Navy officers and Regular and Active Naval Reserve (ANR) enlisted personnel.

At last count, there were some 55 such Reserve training ships — mostly destroyer escorts, patrol craft and landing craft — assigned to 11 naval districts and the Potomac River Naval Command. In addition, several districts have mothballed submarines, subs out of commission and tied to a pier, serving as nautical classrooms for submarine Reservists.

The 55 keep up a busy schedule. The average DE or PCE probably puts in 10 two-week cruises each year in addition to a number of weekend jaunts and perhaps another week or so of operations with the Fleet or refresher training.

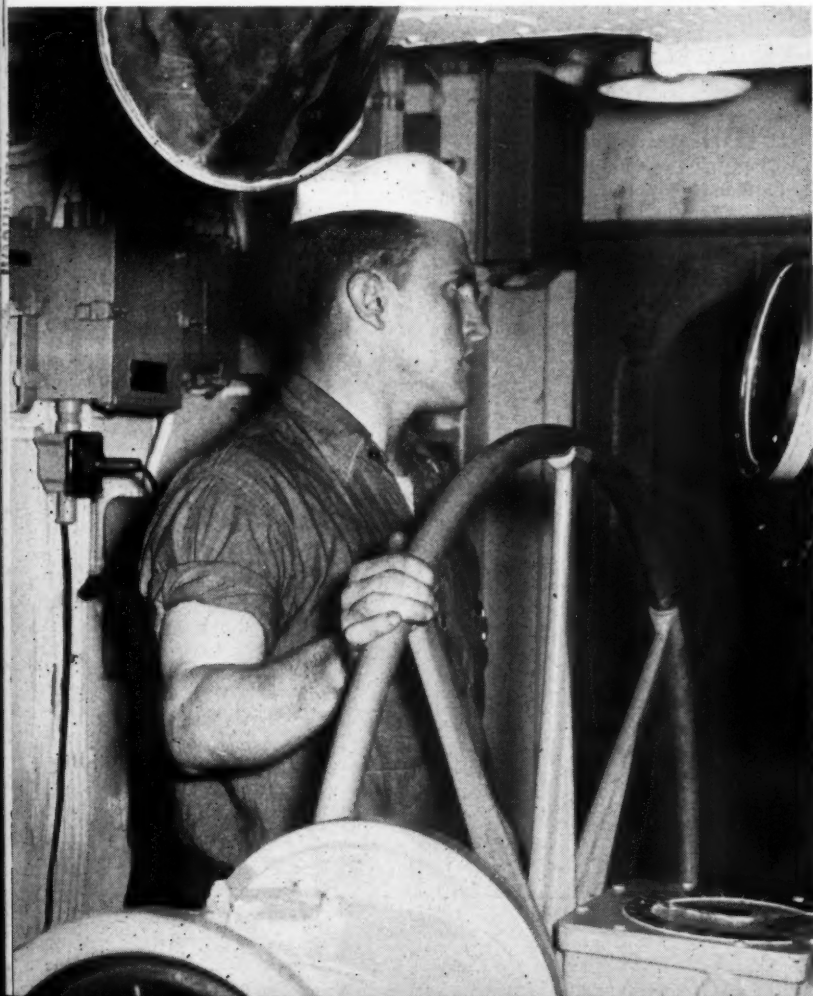
Up on the Great Lakes, they even have a Great Lakes' Squadron. It's made up of a DE as flagship, five PCEs and a couple of LSILs. Based in Lakes ports, these ships find plenty of sea room for operations.

Other ships, based in the coastal districts, make liberties in Hawaii, Mexico and along the Canadian coast on the West Coast, and at places like Bermuda, Miami, Nassau, Trinidad and Cuba on the East Coast.

This particular ship, PCE 895, was leaving from Norfolk, Va., for Havana, Cuba. Havana means "good liberty." But the crew that went aboard the 895 that morning knew that plenty of drills, instruction, movies and more drills awaited them before they earned those two days' liberty in the tropical capital.

Back at its training center, Division 5-11 has facilities to train Naval Reservists in eight different categories

AT THE HELM — Wilbur T. Covington, SN, USNR, takes on the job of helmsman as part of his Naval Reserve training cruise from Norfolk to Havana.





DEPTH CHARGE jolts PCE as Reservists in battle dress get the feel of combat service during two-week cruise.

ranging from deck ratings such as quartermaster and radioman, to engine room ratings such as engineman and metalsmith. In addition, the unit is responsible for the training of non-rated men who join up, encouraging them to work their way up in one of the eight specialty groups.

Now the men were taking their newly learned skills and putting them into practice in actual surroundings. It was the first time at sea for many of the new recruits. As such, it introduced them into a new world, a world of watches around the clock, of heaving decks and narrow companionways, of spray flying over the decks and the smell of diesel oil in the throbbing engine rooms.

How well the Reserve officers and enlisted men — 58 of them in all — learned to cope with their new environment and their assigned jobs is illustrated by the fact that on the return passage, the ship's commanding officer, Lieutenant Harvey Allen, USN, was content to turn over the entire operation to the men of 5-11.

That meant the Reservists stood all steaming watches with little or no assistance from ship's company, scheduled and carried out their own shipboard drills, did their own na-

vigating and piloting, kept the ship orderly and in proper running condition and performed unaided the many other necessary duties afloat.

Actually, it was good experience for all of us," Commander H. V. Hooper, USNR, said. Commander Hooper is 5-11's administrative officer and a well-known football referee. "By getting out to sea like that and doing all the things you've been reading about all year in manuals and training courses is, I believe, the only way to learn."

This year's cruise, incidentally, was the first for the Newport News unit since 1950. For Division 5-11, like other Naval Reserve divisions all over the nation, has had many of its best-trained officers and men ordered to active duty to meet the Korean emergency.

As a result, enrollment at the training center dropped and in 1951 and 1952 only a scattered few men were able to take cruises. The few who were able took their cruises as individuals aboard the Fifth Naval District's two other training vessels, *uss Hemminger* (DE 746) and *uss Roberts* (DE 749).

But now they were off in the 895. Off came the blue uniforms and on

went the dungarees. A training schedule was immediately put in effect by the cruise training officer, Lieutenant Commander Albert Rector, USNR.

Under the fast-moving program, each man stood a four-hour watch every 12 hours. The watch might be on the bridge, in Combat Information Center, at the helm, or in the engine room. In addition, the Reservists took part in all scheduled drills and exercises.

This meant a full day for everyone. A typical day for Watch One, for example, might start with a regular steaming watch from 0400 to 0800.

The officer of the deck in this watch is Lieutenant Lewis "Larry" Lawrence, USNR. His assistant, the junior officer of the deck, is Lieutenant (junior grade) Elmer Schwartz, USNR. Schwartz, incidentally, is one of the members of 5-11 who has returned to the Reserve unit after a period of active duty. He served as an engineering officer aboard *uss Whitley* (AKA 91), an attack cargo ship, in the Atlantic Fleet for 22 months.

Other members of the Watch One bridge gang are Joseph Freeman, a ship's company boatswain's mate who acts as quartermaster of the



GYRO REPEATER checked by CDR H. Hooper, USNR. Right: L. Ottofaro, SN, USNR, R. Yingling, SN, USNR, on radar.

watch, Harold Wood, SN, USNR, a Reservist who saw action aboard USS *California* (BB 44) in the Battle of Leyte Gulf in World War II, Hubert Myers, SA, USNR, Richard Viancour, SA, USNR, and William Beacham, SA, USNR.

Below decks, in Combat Information Center, Bob Yingling, SN, USNR, and Howard Stearn, SN, USNR, intently watch the ship's radar for possible contacts, while in the wheelhouse at the helm stand three other Reservists, Earl Bowman, SR, USNR, Eugene Chapman, SA, USNR, and Lawrence Davis, SN, USNR.

In the engine room (the PCE has two diesels), Reservists Daniel Moore, FN, USNR, William Hicks, FN, USNR, and Ronald Hyle, FA, USNR, keep the diesel engines humming smoothly under the direction of two ship's company engineers.

By 0730, Watch One has been relieved, eats a hearty breakfast and is ready for the day's drills. On a typical day, these might consist of a drill simulating a collision with another ship along with a resulting fire below decks and an abandon ship drill.

Each Reservist has a role to play

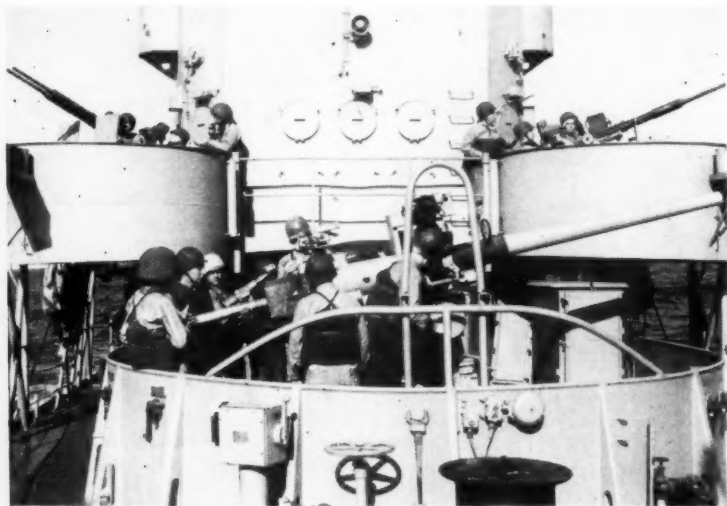
in every drill. In a collision, for example, several men must carry the "shores," long four-by-four beams, used to "bolster up" the sagging side of a ship. Others bring fire-fighting equipment, wedges, gas masks, hammers, first aid equipment and pumps to the collision location. It is the teamwork of all hands that spells success or failure in the effort to save the ship from sinking or burning to a hulk.

The drills over, it is time for the members of Section One to go back on watch again, this time for a short "dog watch" of two hours instead of the usual four. After that, dinner, a movie that will be shown on the boat deck, and sack time.

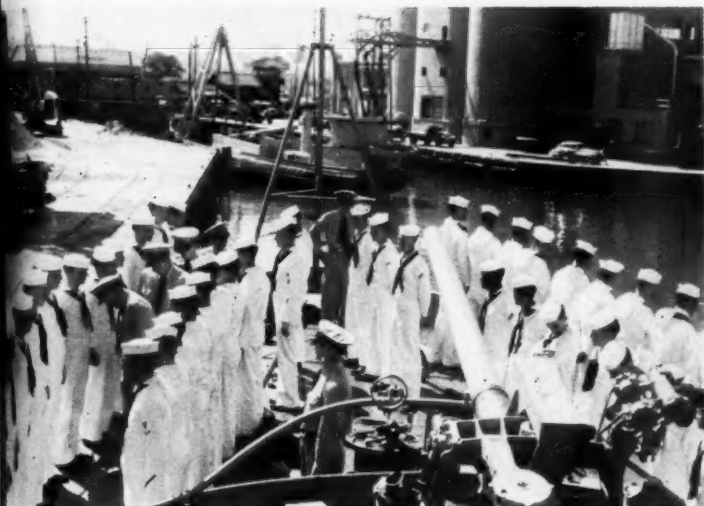
All drills emphasize the "learn by doing" concept of Navy training. The first drills are "dry runs," dummy drills designed to show each man what his job is and how to do it. During a gun drill, for example, Reservists man all positions on the gun with the exception of that of gun captain, which is manned by the ship's company gunner's mate, an experienced man, Graham Lowery, CM1, USN, who had two ships shot out from under him during World War II.

Then, when all hands are familiar with the techniques, a target (four balloons lashed to a couple of planks) is dropped over the side. The ship pulls away to a distance of perhaps 3,000 yards and the gun crews open fire with the ship's three-inch, the 40-mms, and 20-mms.

The same with man overboard



RESERVISTS load up during gunnery practice on board PCE. While on cruise, men learned how to man all positions on gun with exception of gun captain.



RESERVISTS stand inspection in whites. Right: PCE 895 was 'home' for Surface Division 5-11 on training cruise.

drill: when the Reservists have the routine down pat, a dummy is dropped over the side, the officer of the deck is told to take the appropriate action to pick up the "man overboard" and the ship circles and launches the motor whaleboat which goes to rescue the supposedly drowning man.

Liberty in Havana comes as a welcome break in this shipboard routine. From the Friday morning when the ship steamed past venerable Morro Castle into the broad and busy harbor, until Monday morning when 895 cast off her lines and headed for home, crew members — Reservists and Regulars alike — enjoyed the many sights and pleasures of a week-end vacation in sunny, pleasure-minded Havana.

The Cuban Navy extended its helping hand to guide the U.S. Navy-men around Havana. Lieutenant Gaston Planas was an obliging guide and helpful friend. With the aid of Lieutenant Planas, men of 895 found Havana to be a city of contrasts between the old and the new.

On the one hand they saw ancient reminders of the Spanish occupation of the island and the Cuban fight for freedom — points of historical interest like the old forts: La Fuerza, which is now the city's main library; La Punta, from whose battlements Cuban sailors now fire a salute to all naval ships of other nations which enter Havana Harbor, and the famous Morro.

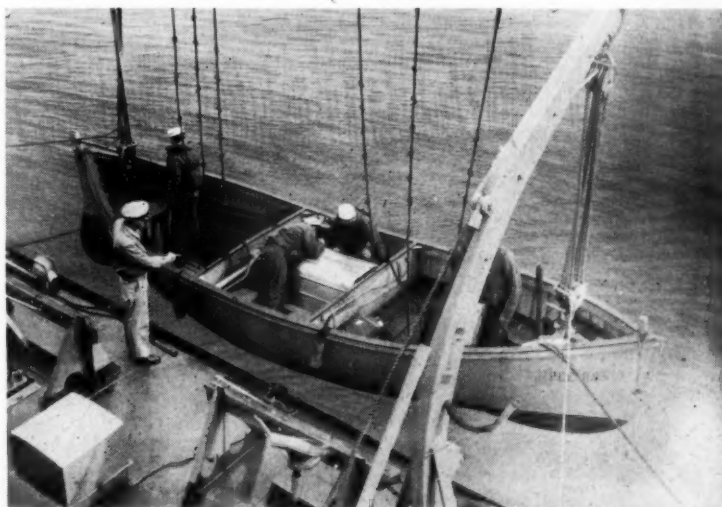
They also saw signs of the grow-

ing, modern Cuba — the gold-domed Capitol building, which looks much like ours at Washington; the ornate Presidential Palace; the broad, winding Malecon Boulevard which runs along the city's waterfront; modern downtown hotels like the Nacional; beautiful beaches and even an amusement park named "Coney Island."

The men of the 895 were interested to see the Maine Monument, constructed with funds donated by the Cuban government and citizens, which commemorates the disaster to the U.S. battleship *Maine* which blew up and sank in Havana harbor 55

years ago just before the outbreak of the Spanish-American War.

On the northward trip, the Reservists continued the heavy schedule of training above and below decks. As the PCE pulled into Newport News two weeks later, the part-time sailors who are shorebound most of the year agreed that the training cruise had given them a good taste of life on salt water. More than that, it had given another group of Reservists the training they would need if and when they should be called into active service to help build up the nation's defense.



BOAT DRILL—Naval Reservists get knack of lowering boat under guidance of William R. Miller, Jr., BMGC, USNR—another phase of seamanship.



VESSEL flies quarantine and 'Mike-Jig,' flag, inquiring "Have you a doctor?" as PHS doctor boards her for inspection.

Public Health Service—

It Answers the Call of the Queen Flag

This is the fifth in a series of articles which All Hands will publish from time to time on other services and activities of the U. S. whose work is applied to, or has an important effect on, the Navy, its ships or its personnel.

ONE of the first requirements of ships entering a busy harbor on our East or West Coasts is to raise the "Q" flag. This is a request to the Public Health Service to send representatives aboard and certify that the ship meets the health standards for entry into the U. S.

The Navyman who knows of this requirement is surprised — upon returning to a U. S. port from his first foreign cruise — that his Navy ship doesn't have to lie in quarantine like other American and foreign vessels.

"What's the reason for this break?" the sailor asks. "How come we don't have to hang around the harbor with our yellow 'Q' flag flying, along with the other ships waiting to disembark?"

Behind this "break" is an understanding that has been reached between the Navy and officials of the U. S. Public Health Service of the Department of Health, Education, and Welfare. And behind this understanding is the traditional personal cleanliness of Navy men and their desire to "keep a clean ship." Other factors are the periodic inspections by ship's officers and the Navy's rigid code of medical standards.

Of course a returning Navy ship does not just "sail into port" as far as medical matters are concerned. The ship's commanding officer or doctor must first report to the Public Health authorities on the beach that his vessel is free from exposure or disease. Also at this time he may ask the authorities about the health conditions in the area or how often the garbage scow makes its rounds of the ships. If he has any technical questions about the sanitary regulations or

health conditions of the port, he can get the answers from the Public Health Service.

Man has been aware of the relationship of the spread of disease to travel for many centuries and for this reason not every ship that arrives in a U. S. port can be given "free sailing" by health authorities. Standing by to protect the nation from infectious disease that might be brought in by ships or planes is the U. S. Public Health Service.

That's why all ships are automatically placed under quarantine when they arrive in a U. S. port. However, whereas the Navy ship clears itself in a verbal declaration from its C. O. or doctor that the vessel is free from disease, all other ships must remain in quarantine until they have been inspected by the U. S. Public Health Service.

Some 20,000 ships each year are examined by PHS officials. Here's how they go about it:

When the ships come into port they

are required to fly the yellow "Q flag"—the quarantine flag that announces to everyone in the vicinity that the ship is in quarantine and cannot disembark or make personal contact with other ships until the Public Health Service has inspected and cleared the vessel. However, in order to be cleared as soon as possible, most incoming ships will notify the Public Health authorities on the beach where they will berth and the Quarantine Station sends out a launch (either their own or one from the Coast Guard) with an inspection party aboard.

After boarding the ship the inspection party examines the crew and passengers, checking their papers to see that they have all had any required immunization shots. The ship's captain is asked if there are any cases of communicable diseases aboard or if there have been any illnesses or deaths at sea, or if any sick persons have been off-loaded at another port.

The inspectors check the water supply, food supply, refrigeration, galley, dining quarters and inspect the cargo holds for rats. If rats are found or fresh evidence of rats, the ship must be fumigated or trapped with poison bait.

Rats have always been a source of trouble for sea-faring men both ashore and afloat. They infest ships, ports of call and shore stations. In addition to eating all the food they can find and damaging property they are reservoirs of disease. Among the infections they carry are jaundice, typhus, plague and pork worms.

The Public Health Service has found fumigation to be the most effective and thorough way to rid a vessel of rats. Before a ship can be fumigated it is flooded with tear gas in case there are any stowaways on board. After the tear gas has been circulated throughout the ship and no stowaways have shown themselves the deadly fumigation gas is released.

The Public Health Inspectors also check for any infectious cargo and pets, such as parrots, that might carry disease. Another item that is always examined is shaving brushes. Shaving brushes are scrutinized because they are made from cattle hair and can carry the deadly disease anthrax—an infectious and usually fatal disease of animals, especially cattle and sheep. Occasionally it will kill a man, to whom it may be transmitted by inoculation.

After the members of the PHS in-

spection party clear the ship, they board their launch and return to the Quarantine Station. Then the ship hauls down its "Queen" flag as a signal to the harbor officials that they have been cleared.

In addition to examining 20,000 ships a year, the Public Health Service checks more than 30,000 aircraft. Incidentally, there is a special precaution taken aboard incoming planes. About half an hour before an overseas plane arrives in the U. S., the stewardess sprays the inside of the plane with a solution containing DDT to kill any disease-carrying insects that might have gotten on board before take-off.

It's not known exactly when the idea for quarantine stations was first conceived but it seems probable that the detention of ships and travelers as well as the regulation of traffic at seaports was first practiced by the city of Venice early in the 14th century. Records show that as early as 1348 Venice had a rather severe but effective system for dealing with infected ships, travelers and merchandise—all goods belonging to infected persons were burned!

In 1403 a quarantine station was established in Venice that prevented a ship from landing freight or passengers if it was suspected of being infected with a contagious disease. This station idea was soon copied by other Mediterranean ports and from there it spread to other parts of the world.

In 1710 England passed a quarantine act. Eleven years later, merchant ships from the island of Cyprus, where plague was then prevalent, were burned in English waters by the sanitation authorities.

Today the Division of Foreign Quarantine carries on quarantine measures for the Public Health Service. It examines all persons and certain goods as well as the conveyances which bring them to the U. S., whether it is by sea, land or air. However, the Quarantine Division, which plays such an important role in the Nation's health, is only a small part of the Public Health Service.

When it was originally established by an act of Congress on 16 July 1798, the purpose of the Marine Hospital Service (which later became the Public Health Service) was to provide medical and hospital care for sick and injured seamen. Since that time its functions have been expanded by legislative action to include, in cooperation with other gov-



QUARANTINE lookout sights approaching ship. Below: Public Health Service officer boards the vessel.





PUBLIC HEALTH Service Doctor examines suspected quarantine case. Right: Doctor supervises removal from ship.

emmental, voluntary and professional organizations, all activities that pertain to the Nation's health.

During the War of 1812 the Public Health Service's early counterpart provided medical care for wounded American sailors and for British prisoners of war.

In the Spanish-American War, still known as the Marine Hospital Service, it supervised, in cooperation with the War Dept., the sanitation of troop ships and established a quarantine inspection station for returning troops at Montauk Point, Long Island, on the request of the Secretary of War.

Public Health Service personnel are no strangers to Navy men. In time of war many of them have served in uniform, fighting to curb epidemics and lend their aid in maintaining safe standards of sanitation.

At the beginning of World War I, an Executive Order of the President made commissioned officers of PHS available for duty with either the Army or the Navy. In addition, a number of medical officers served aboard Coast Guard vessels. During the war period all facilities and stations of the Public Health Service were placed at the disposal of the Armed Forces for the care of the sick and wounded. Up to the time that the Veterans Bureau was established, PHS provided medical and hospital care for discharged servicemen.

When World War II came along, commissioned officers of the PHS were called upon again. They were assigned to military or naval duty as the services of special health experts were needed. In June 1945, by Ex-

ecutive Order, the President declared the commissioned corps of the PHS a military service and a branch of the land and naval forces of the U. S. Throughout the war, the PHS was responsible for the supervision of sanitation in areas surrounding military establishments and in certain industrial plants engaged in important defense work. They were also assigned duties in the administration of programs of venereal disease control and malaria control in war areas.

During World War II medical services for the Coast Guard were furnished by the PHS in this country as well as overseas during combat operations with the Navy. Many PHS experts were detailed to staff and military government commands in the various areas of operation, including the European, the South-Pacific and the China-Burma-India theaters.

Since World War II advances in medical science and growing public awareness of the primary importance of health have brought many new responsibilities to the PHS. It is now engaged in more than 30 different programs ranging from airport and seaport quarantine to chronic disease control and to research in atomic radiation.

Briefly the job of the Public Health Service today can be summed up in three major aims:

- To conduct and support research and training in medical and related sciences and in public health methods and administration.
- To provide a full range of medical and hospital services to persons authorized to receive care from the PHS.
- To assist the various States in

the application of new knowledge to the prevention and control of disease, the maintenance of a healthful environment and the development of community health services.

Generally speaking, these three functions are reflected in the organization of the Public Health Service. Research is the principal responsibility of the National Institute of Health. Medical and hospital care is the responsibility of the Bureau of Medical Services. Any aid to the States is the main job of the Bureau of State Services.

Here are a few highlights of the many achievements by the Public Health Service:

- Discovery of the cause, prevention and cure of pellagra (a disease characterized by eruption on the skin, a nervous condition and sometimes insanity).
- Development of preventive vaccines against Rocky Mountain spotted fever, typhus and mumps.
- Demonstrations of the use of fluorides to prevent dental decay.
- Development of a simple, inexpensive, rapid diagnostic test for trichinosis.
- Discovery of rickettsialpox as a new disease of man, transmitted to humans by mites living in rodents' fur.

These are only a few of the many achievements and services of the Public Health Service which help to point out that just as the Army, Navy and Air Force make up the forces that defend the Nation's freedoms so does the Public Health Service perform a similar mission of importance — it helps guard the Nation's health. —Ted Sammon.

Waves Celebrate 11th Year on Navy Team

THE Navy's Waves, celebrating their 11th anniversary as part of the Nation's defense team, have broadened their program in the past year not only geographically but also in the way of assignments women can perform.

From Texas to Tokyo, from New Orleans to Norway, you'll find Waves filling important Navy posts.

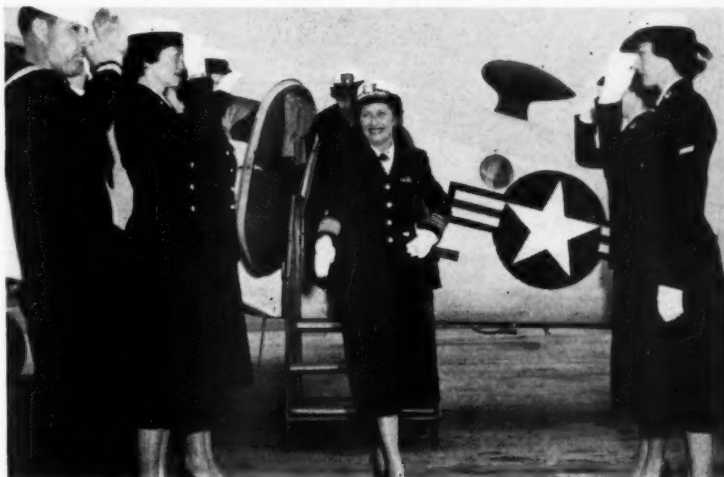
In addition to doing such well-known jobs as those of yeoman, hospital corpsman and communications technician, women fill other less usual billets such as parachute rigger and air controlman.

It was 11 years ago this month, 30 July 1942, that Congress authorized the Women's Reserve as a part of the Naval Reserve. They were called "Women Accepted for Volunteer Emergency Service." From this came the appropriate abbreviation "WAVES."

Six years later, on 12 June 1948, the President signed an act authorizing the enlistment and appointment of women in the Regular Navy, making them an integral part of the Regular Establishment as well as of the Naval Reserve.

At first, women accepted in the Naval Reserve were authorized to serve only within the continental limits of the U.S. and Hawaii.

More recently, however, Waves have been permitted to serve at a



FOUR WAVE 'SIDE BOYS' render honors to CAPT Joy B. Hancock, USN (W) (Ret.), in unusual ceremony shortly before her retirement as Director of Waves.

number of locations around the world, the latest spots being in Italy, France, Germany, Japan and Norway. Also, women now rotate duty assignments in the same manner as the men, except that the Waves do not serve in vessels or aircraft on combat missions.

Two more ratings have been opened to Waves in the past year. They are Sonarman (the Emergency Service Rating of SOH) and Radarman (RD) both of which are open to enlisted women in the Naval Reserve. Women sonarman and radarman will specialize in harbor defense work.

Here are some of the other "different" billets filled by Waves:

- The Navy sent two Wave officers of the Medical Service Corps to Korea to help study the psychological effects of war on American infantrymen.
- The first woman hospital corpsman was ordered to the Fleet Marine Force, reporting to the infirmary at Pearl Harbor, T.H., to attend women Marines and dependents.
- The first Wave officer entered psychological warfare training and was assigned to Japan.
- Waves are being assigned to harbor defense duties, after completing a course at the Harbor Defense School, San Diego, Calif.

• Enlisted Waves fill billets in 27 General Service Ratings altogether, in addition to a large number of USNR Emergency Service Ratings.

This year the Waves bid goodbye to their director since 1946, Captain Joy B. Hancock, USN (w), who retires. The new director is Captain Louise K. Wilde, USN (w).

Captain Wilde emphasizes that the mission of the women in the naval service remains the same today as it has been, to provide trained women capable of filling a variety of billets necessary to the operation of the Naval Establishment in peace or war. —Joyce Livingston, YNSN, USN (w).



WAVE STOREKEEPER checks boxes of supply material scheduled for shipment to overseas naval bases.



MOVIE PRODUCTION, at Naval Photographic Center, is prepared for screening by photographer's mate.

LETTERS TO THE EDITOR

Courses for Enginemen

SIR: (1) Is there a Navy Training Course for the two top pay grades for the Engineman rating?

(2) Is the Coast Guard correspondence course for ENC available to Navy men? — C. T. O., ENC(SS), USN.

• (1) The training course for Engineman First and Chief is nearing completion and should be available by late 1954.

(2) Courses offered by the Coast Guard Institute are not available to Navy personnel. For a complete list of what to study for advancement in rating, check "Training Courses and Publications For General Service Ratings," NavPers 10052. — Ed.

Repairing the Ensign

SIR: In my paraloft are a couple national ensigns in fairly good shape except that they are "wind-whipped" at the edges. Somewhere I read that repairs may be made to the ensign, but I am reluctant to sew up the nation's flag until I am sure such authority exists. — L. F. B., PRI, USN.

• Start threading your bobbins, Rigger. You can find authority for this in "U.S. Naval Flags and Pennants, Descriptions, Uses and Customs" (DNC 27). Para 118.2 states: "Minor repairs may be made to the ensign as required to maintain its fitness as an emblem."

If, however, the flag is in such condition that it is no longer a fitting emblem for display, it should be destroyed in a dignified way, preferably by burning. — Ed.

Crediting Emergency Leave

SIR: Is emergency leave, granted by the commanding officer under BuPers Manual Article C-6304, which leaves a minus leave credit at the end of the fiscal year, considered "excess leave"? Is the man's pay account checked when he comes up with this minus credit? — O. E. H., PNC, USN.

• The approaching end of a fiscal year is not a factor in determining the amount of emergency leave that may be granted to a Navyman in accordance with BuPers Manual Article C-6304. When a minus leave credit results at the end of a fiscal year from such emergency leave, it is classed as "advance leave," subject to accrual during the new fiscal year. — Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Decorations and Awards to Seabees

SIR: A man in our outfit who said he was in the Seabees during World War II, stated that Seabees couldn't receive any decorations for their overseas duty. Were there any restrictions to this effect? — F. F., EMI, USN.

• No, he was dead wrong. Any member of the Navy who was recommended for an award for service, and met the requirements of the law governing a particular award, was qualified to receive it.

Decorations were given not only to individual members of the Seabees, but also to several Construction Battalions, for services performed during World War II. — Ed.

Last Day of Travel is Day of Duty

SIR: In our office we are having a discussion about change-of-station orders, leave time and travel time. Say a man leaves Norfolk, Va., under permanent change of station orders on 25 April. He has five days travel time and 10 days leave. He reports aboard his new duty station at 0700 on 10 May. How much leave is actually charged against him?

Now, some of us say that 10 May should be counted as a day of duty. Reason: the man reported prior to 0900. Others say that the 10th should be counted as a day of travel and that any portion of it could be counted as a full day of delay. — T. J. F., YNTSA, USNR.

• He is charged with 10 days leave. Surprisingly, both discussion groups are right. May 10 is a day of travel (irrespective of the hour of reporting) but it is also a day of duty since the man was required to report before midnight.

Perhaps the complete picture can better be seen by computing it in accordance with Art. C-5318(4) BuPers Manual.

April 25.....Detached (day of duty)

April 26 through

May 5.....Leave (10 days)

May 6 through

May 10.....Travel time, five days (reporting before midnight) — Ed.

Retention of FRs on Active Duty

SIR: What is the policy in regard to Fleet Reservists volunteering to remain on active duty? The Fleet Reservists I have in mind are those who are eligible for release to inactive duty. — E. E. C., USNFR.

• Subject to the approval of his commanding officer, a Fleet Reservist may execute (on page 13 of the service record) a request to remain on active duty for a minimum period of, and in increments of, 12 months provided he is physically qualified for sea duty.

Furthermore, a Fleet Reservist may be continued on active duty for a period of less than 12 months, if by so doing he will complete service requirements that will make him eligible for the next succeeding pay period. Other details on Fleet Reservists and Naval Reservists volunteering for retention on active duty are contained in ALL HANDS, June 1943, p. 46 and 47. — Ed.

No MOP for Fleet Reservists

SIR: I am a Fleet Reservist on active duty. Have been since February 1952, when I was transferred to the Fleet Reserve without leaving my present duty station. I am soon to be released to inactive duty in the USNFR and wonder if I will be eligible for mustering out payments? — W. J. B., TMTC, USNFR.

• Under the provisions of the Veterans Readjustment Assistance Act of 1952, members transferred or returned to a retired or inactive list with retired or retainer pay are not entitled to MOP at the time of such transfer. Exception: those retired for physical disability under Title IV of the Career Compensation Act of 1949. — Ed.

Borrowing on NSLI Policy

SIR: How much may I borrow on my permanent National Service Life Insurance policy? Also, what is the interest rate charged on such loans? — H.H.M., JO1, USN.

• You may borrow up to 94 percent of the reserve value of your insurance provided your policy is in force by payment of premiums for 1 year or longer. Interest is charged at the rate of four percent per year. The VA office to which you pay premiums will be glad to tell you what the reserve value of your policy is. Note that this applies only to permanent insurance policies. Since term NSLI insurance does not have a reserve value, it is not possible to borrow on term insurance. — Ed.

Guided Missile School

SIR: I would like some information on two questions. (1) A year ago I was nominated by my commanding officer and ComServLant for a course of instruction at the Guided Missile School. Is my request still under consideration or was I rejected? (2) Since duty aboard ships assigned as Naval Reserve Training ships is now considered sea duty, was my tour of duty at this type billet from August 1947 to October 1949 considered sea duty?—H. L. M., GMC, USN.

• (1) *Candidates for Guided Missile School are selected by BuPers on a competitive basis and a waiting list is not maintained. If you were not ordered to the class for which you were nominated, you will not be given further consideration unless you are again nominated by either ComServLant or ComServPac.*

(2) *Duty in Reserve Training ships is now considered sea duty for sea/shore rotation purposes. Prior to 1 January 1950—the time you're concerned with—such duty was computed as shore duty. Therefore the time you served in that billet was computed as shore duty.—Ed.*

Points Given for Medal Earned

SIR: I have a question regarding Factor D of the Multiple Computation on Report of Examination for Advancement or Change in Rate or Rating (NavPers 624). Must a man have actually received a Good Conduct Medal or clasp to be credited with one point? Or may he be credited with the point if it had been earned only (as evidenced by service record entry) but not actually received?—C. F. F., PN1, USN.

• *It need be earned only—not actually received. Paragraph 2 (b-3) of enclosure (1) to BuPers Instruction 1430.7 of 13 Feb 1953 gives additional information on this point.—Ed.*

Warning Is Not Punishment

SIR: There is a difference of opinion here whether a warning issued at Captain's Mast should be entered on page 13, Administrative Remarks, in the man's service record and as a result, lower the man's conduct mark. Or, that a warning is not punishment and should not be entered in the service record. What is the right answer and where can it be found?—G. S. Y., YNC, USN.

• *The correct answer is that a commanding officer may issue a warning at Captain's Mast, however a warning is not considered a "punishment." A Captain's Mast which results only in a warning should not normally be entered in the service record, but should be entered in the Unit Punishment Book. The only exception to this is in the case of unauthorized absence, which is covered by Art. C-7819(5), BuPers Manual.*

Where marks are assigned and the proceedings of the court martial are later set aside, such marks assigned as a result

thereof shall be cancelled. In other words, a man's conduct marks would not be lowered as the result of an unauthorized absence when the offense is dismissed with a warning, and in accordance with Art. C-7821(6)(c), special marks should not be entered as a result of a warning.—Ed.

Armed Forces Reserve Medal

SIR: A question has come up regarding the eligibility requirements for the Armed Forces Reserve Medal. Has any provision been made to include USN(T) service in computing the 10-year service in the Naval Reserve?

In the case I have in mind, an officer served three years during World War II as a commissioned officer (USN(T)) and then became a Reservist after the war. His naval service, therefore, will have covered a 13-year period.—D. E. J., LT, USNR.

• *No provision has been made to include USN(T) service in adding up the 10 years' service. USN(T) time is still counted as USN rather than USNR time. However, by continuing his USNR service, he continues to accumulate time toward the following requirement: "That such ten years of service are or have been performed within a period of twelve consecutive years."—Ed.*

Advancement from E6 to E7

SIR: I have three questions regarding the requirements for advancement from pay grade E6 to E7.

What determines the amount of time in rate between E6 and E7—months or years?

If a person was advanced to pay grade E6 on, say, 16 October, any year, when is he eligible to take an examination for advancement to E7?

If a person is short three months of the required time, will he be permitted to take the examination in hopes of being advanced on a second list if there is one?—A. L. S., RD1, USN.

• *The amount of time in rate required for advancement from pay grade E6 to E7 is 36 months.*

Your second question may best be answered by the following example: The earliest examination in which a person, who was advanced to pay grade E6 on 16 Oct 1951, may be eligible to participate is the one expected to be conducted in February 1955.

The answer to your third question is no. The member must meet all eligibility requirements for advancement to pay grade E7 by 16 June of the year in which examined. For example, if the contestant has served three years in rate by 16 June, he is eligible to compete in the examinations for pay grade E7 usually held the first Tuesday the previous February. For details see BuPers Inst. 1418.7 (13 Feb 1953).—Ed.



AUXILIARY ocean tug (ATA), one of 50 types of auxiliaries, serves on high seas and inland waters.

Sea Pay for Inland Vessels

SIR: I am a crew member of USS Accokeek (ATA 181), an auxiliary ocean tug working out of Philadelphia, Pa. I wonder why we don't draw sea pay. Crews of other East Coast ATAs draw sea pay, I hear.—H. E. V., EN2, USN.

• *Determination of the sea and foreign service duty status of crew members of your ship and others in a similar status is based on the interpretation of an Executive Order which, in turn, is based upon the Career Compensation Act of 1949. This Executive Order is presently being reviewed for a definition of what constitutes "restricted to service in the inland waters of the United States." This term has been interpreted to preclude payment in the case of your vessel and vessels in a similar status—except while such vessels are actually operating outside inland waters for a period of eight or more days in each case.*

If there is a change in entitlement to sea pay, it will be carried in ALL HANDS.—Ed.

NSLI Payments to Beneficiaries

SIR: If a Navyman doesn't specify how he wants his National Service Life Insurance paid out, in what form will his beneficiary receive it after he dies? E.A.R., SK1, USN.

• *If he has made no selection of any mode of settlement, the insurance will be paid to his beneficiary in 36 equal monthly installments. The beneficiary, however, has the right to change to any other method of settlement, so long as it's on the installment plan and not a lump sum payment.—Ed.*

Round-up of Answers to Queries on Sea and Shore Rotation

Many letters received by ALL HANDS deal with the subject of sea-shore rotation. Here are some of the most frequently asked questions and answers. Other points on sea-shore rotation for enlisted men are covered by BuPers Inst. 1306.20 (10 Dec 1952) and the February 1953 ALL HANDS, pp. 48-51.

SIR: After a tour of sea duty, I was ordered to a tour of BuPers shore duty. Does my shore duty time commence on the date I reported to the Stateside naval receiving station or on the date I reported in to my permanent duty station?—R. P. P., DTC, USN.

• *It commences on the "date of first reporting to duty ashore in the continental U.S." In your case, it was on the date you reported to the RecSta.—Ed.*

SIR: My sea service requirement calls for 24 months at sea. Does the time I spent as a recruit at the Naval Training Center count toward this sea service?—L. H. M., JOSN, USNR.

• *No. Time spent as a recruit in the NTC does not count as sea duty.—Ed.*

SIR: After my recruit training I went first to a Class "A" service school, then to a naval district headquarters for duty. I consider the NavDist duty as my first permanent duty assignment. What date is my shore duty computed from?—C. B., ET3, USN.

• *The date of commencing shore duty, as stated above, is "the date of first reporting to duty ashore in the continental U.S." Since you have been ashore from the start of your career, your "shore duty time" began when you reported for recruit training.—Ed.*

SIR: I have served in this ship for three years with only one break in my sea time. This was last year when I went—on a returnable quota—to a service school for four months. How does this service school time count toward my sea duty time?—E. W. D., GM3, USN.

• *In your case, service school time*

counts as sea duty. According to the Instruction, duty in the continental U.S. between sea assignments for a period of less than 12 months is considered sea duty for computation of eligibility for placement on the Shore Duty Eligibility List.—Ed.

SIR: Take the case of a man on shore duty who was transferred from his shore duty station to a naval shipyard for temporary duty in connection with the conversion of an aircraft carrier and for duty on board that vessel when placed in commission.

After he spent two months in a temporary duty status at the shipyard, his ship went "In Commission in Reserve." For the next two months he lived aboard the carrier which was still undergoing conversion. At the end of this time the ship was placed in full commission and made ready for sea. When does sea duty for rotational purposes commence?—E. E. S., SCLK, USN.

• *In this case, on the date he reported to the shipyard. Had the temporary duty awaiting the commissioning been longer than three months, however, sea duty time would have begun when the ship was put "In Commission in Reserve."—Ed.*

SIR: I expect to be ordered to Bureau shore duty in the near future. However, I have but 18 months remaining in my enlistment while the normal tour of shore duty in my case is 24 months. I understand that there exists an "Agreement to Extend" for those who wish to obtain the necessary obligated service. For cases such as this is there a minimum extension time? Could I extend for, say, five or six months?—J. C. F., CD3, USN.

• *A minimum extension time of one year exists for such a case—as outlined in BuPers Manual, Article C-1406.—Ed.*

SIR: The sea service requirement for my rate is 48 months. Do I have

to wait until the completion of 48 months before I can submit my shore duty request?—V. L. G., BT1, USN.

• *Yes. One of the eligibility requirements for those who submit requests for shore duty is that they must have the required sea service time.—Ed.*

SIR: Is the machinist's mate rating "frozen" in regards to shore duty?—N. A. R., MMC, USN.

• *In matters of sea/shore rotation no ratings are "frozen". The provisions of the basic directive (BuPers Inst. 1306.20) apply equally to all ratings, and shore duty billets exist for all ratings. It is true, however, that certain ratings have a higher ratio of shore to sea billets than other ratings.—Ed.*

NOTE: To clear up a point that seems to confuse many ALL HANDS readers, shore duty—for the purpose of sea-shore rotation—is either "Bureau" shore duty or "Fleet" shore duty. The above questions deal only with Bureau shore duty.

Not all "shore duty" is the subject of directives issued by BuPers. In other words, a man being assigned duty ashore may be assigned by commands other than BuPers. Chief among these are the Atlantic and Pacific Service Force commanders. Service Force commanders assign duty at certain shore based fleet activities both within and outside the continental U.S. Assignment to practically all overseas shore duty (overseas service) is administered directly or indirectly by the ServFor commanders. The only exception to this is Attache-Mission duty which is handled by BuPers.

In general, Bureau-controlled shore duty covers duty in the allowances of activities in the continental U.S. Naval Districts and River Commands, Navy Department bureaus and offices, and the air and airship training commands. The Bureau also details men to all recruiting duty and to instructor duty in the U.S.

Duty on Reserve Training Ship

SIR: I was ordered to Naval Training Center, Great Lakes, Ill., for a normal tour of shore duty. Two months later I was ordered to Temporary Additional Duty on board one of the Reserve training ships on the Lakes for approximately five months and then returned to my permanent duty station. I drew sea pay while on TAD but have been told that the five months counts as shore duty. What is the straight dope?—E. A. R., QM1, USN.

• *Duty in Reserve Training Ships subsequent to 1 Jan 1950 is considered sea duty for purposes of computing sea/shore rotation. If a normal tour of shore duty is interrupted during the first*

12 months by three or more months of continuous sea service, all service prior to the date of return to shore duty shall count as sea duty, according to paragraph 6(c), BuPers Inst. 1306.20 (10 Dec 1952). According to your statement, your current tour of shore duty commenced on the date of your return from Reserve Training Ships to your permanent duty station.

For an official determination of the date of commencement of your current tour of shore duty, you may submit an official request to the Chief of Naval Personnel (Attn: Pers B211k), via your commanding officer requesting clarification on the date your shore duty commenced.—Ed.

Resumption of G.I. Training

SIR: I am a Navy veteran of World War II. I was in training under the G.I. Bill but am now in the hospital with a leg injury. Even though the cut-off date has passed for training under the World War II G.I. Bill will I be permitted to resume my studies after I get out of the hospital since I was forced to stop my training because of an accident?—J. E. L., YN2, USNR.

• *Yes. But you must resume your training within a reasonable time after you recover from your injury. You should check with your Veterans Administration regional office as soon as you can to learn what would be considered a "reasonable time," in your case.—Ed.*

Song of the Sea

SIR: I was particularly interested in one of your Songs of the Sea, "The Mermaid," which appeared on page 58 of the April 1953 issue. But you left out several verses. I think the second is especially susceptible to a rousing, shouting rhythm. — R. D. B., CAPT, USN.

• Thank you for your interest in the Songs of the Sea. Since this fixture is tailored to fit a certain space in the magazine, the complete song could not be printed. Here are the other verses you sent us (of which there are several versions):

Then up spoke the Cook of our gallant ship,

And a red hot Cook was he;
"I care more for my kettles and my pots,
Than I do for the depths of the sea."
Then up spoke the Captain of our gallant ship,

And a well spoken man was he;
"I have a wife in Salem town,
But tonight a widow she will be."
The song was a favorite in the Navy in the days before World War I. — Ed.

New Form of Term Insurance

SIR: Can you tell me if the term insurance which has been available to veterans who served since Korea pays dividends. — T. S., SN, USN.

• No. The new forms of insurance for post-Korea veterans are non-participating; that is, they do not pay dividends. However, the premium rates are lower than for any other form of Government insurance. — Ed.

White Noses Turn Blue

SIR: We in ComServRon 4 would like to get some information concerning crossing the Arctic Circle. In order to set up properly a "Crossing the Circle" ceremony in the forthcoming Operation Nanook, we would like to know what you call those persons who have not yet entered into "the Domain of the Polar Bear."

— C.F.S., CAPT, USN.

• According to several well-known authorities on the chilly lands to the north (as well as two penguins of our acquaintance) a man who has never crossed the Arctic Circle is called a "White Nose" or "Plain Nose." The sailor who has a first-hand knowledge of the bergs bits and ice and snow of the Far North, you remember, is known as a "Blue Nose."

And according to the information published in the ALL HANDS article "Are You a Whale Banger? A Blue Nose?" in the November 1952 issue, adventurers to the northlands may be eligible for one of two certificates — either the "Northern Domain of the Polar Bear Certificate" or the "Royal Order of the Blue Noses." — Ed.



DIVER plies his torch to underwater welding project. Salvage operations are part of Navy divers' work.

Ratings Eligible for Diving School

SIR: I am attending Machinery Repair School in San Diego and I would like to volunteer for Deep Sea Diving School. Are men with the Machinery Repairman rate eligible? — R. B. S., MRFN, USN.

• Personnel in the rating of Machinery Repairman are not eligible to attend Deep Sea Diving School. Only personnel in the BM, TM, ME, DC, GM, FP, EN and MM ratings are eligible. More information is contained in the Catalog of U. S. Naval Training Activities and Courses, NavPers 91769. — Ed.

Active Duty and G. I. Bill Training

SIR: I meet all the eligibility requirements for training under the Korean G.I. Bill. However, I've recently gone back on active duty. May I take a correspondence course under the program even though I'm in the Navy? — D.O.T., FP2, USN.

• No, veterans back on active duty may not train under the law. Even though you meet all other eligibility requirements, the law requires that you be a civilian when you take your training under the Korean G.I. Bill.

When you are separated, however, you may then enroll under the Korean G.I. Bill provided you begin your training within two years of your discharge. — Ed.

Ratings Considered for WO Grade

SIR: Were there any CPOs and PO1s from the Trademan rating considered for appointment to Warrant Officer (W-1) in 1952? — R. H. R., TDC, USN.

• CPOs and PO1s of all ratings, including Trademan, who had six years active duty or had reached their 35th birthday by 1 January 1952, were considered for appointment. From the personnel who fell into this category, more than eight hundred men of all ratings were selected for appointment to Warrant Officer (W-1). — Ed.

QM's Badge Once Worn by SOs

SIR: Did a Sonarman use to wear a Quartermaster's rating badge on the left arm before the Sonarman's rating badge came out? — R. N. B., SO1, USN.

• Yes. In BuNav (Now BuPers) Circular Letter 33-42 (24 Feb. 1942) the rating badge for quartermasters was authorized to be worn by soundmen (now Sonarmen) second and third class "pending recommendations of the Navy Department Uniform Board regarding rating badges for these new ratings. . . ."

— Ed.

Admission to U.S. Naval Home

SIR: How are Naval personnel admitted to the U.S. Naval Home at Philadelphia, Pa.? — R. L. R., YN1, USN.

• Enlisted personnel are admitted to the U.S. Naval Home by the Chief of Naval Personnel as provided for by the BuPers Manual. Officers, until recently, were admitted only by the Chief of Naval Personnel under authority orally delegated by the Secretary of the Navy. Such authority was recently confirmed by the Secretary of the Navy, and BuPers Manual was revised accordingly by Change No. 5. — Ed.

POs on Shore Patrol Watches

SIR: Is it true that there is a BuPers Circular Letter excusing Supply personnel from being assigned to shore patrol watches? — B. M. S., SK3, USN.

• Assignment of personnel to shore patrol duty is the responsibility of the commanding officer and there is no limitation as to the types of ratings which can be so assigned. All petty officers should be qualified to stand this type of duty. There is no BuPers directive exempting Supply Corps personnel from this duty, although it is possible such may be the local practice. — Ed.

USS Corsage

SIR: In your May issue you asked for folks to send in nicknames of their ships so ALL HANDS can use them in a future article.

I doubt that this will qualify as a nickname, but in 1948 while I was attached to USS Kearsarge (CVA 33) I actually received a letter addressed to "USS Corsage."

Pretty good, considering there were no marks on the envelope indicating directory service. — C.S.S., CAPT, USN.

• Certainly does, Captain. Even the Navy Postal Service, evidently, wants to give bouquets to the carrier Kearsarge.

Incidentally, letters with ships' nicknames have been arriving daily. Other Navymen should send in their ship's unofficial moniker, with a brief account of how it came into being. — Ed.

Diver's Distinguishing Mark

SIR: I was graduated from Navy diver's school at New London, Conn., in 1945. I have broken service and I have not requalified as a diver during my present enlistment. Am I still entitled to wear the Diver's distinguishing mark? Can I still request a chance to requalify or would the fact that I now have an aviation rating make a difference? — W. S. R., AD2, USNR.

• The diver helmet emblem may be worn only while qualified as a Master, First Class, Salvage or Second Class Diver. All Navy divers must requalify at least once every six months. Aviation ratings are not eligible to attend Naval Schools for deep sea or salvage divers. However, any rate or rating may attend the Naval School, Salvage (Diver Second Class), located at Bayonne, N. J., or any one of the activities listed in BuPers circular letter 13-52 which are authorized to train and qualify Second Class Divers, provided the activity to which the applicant is attached has an allowance and a need for such divers. — Ed.



Master Diver

Qualifying for Pensions

SIR: An ALL HANDS article (June 1952) on survivors eligibility for pension states that "World War II veterans must have been discharged or separated under conditions other than dishonorable..." Does retirement with retired pay constitute separation in the meaning of this statement? It would appear that the pension eligibility requirements are far more liberal for World War I veterans than for those of WW II. Is it true that under existing law the majority of survivors of World War I veterans probably would qualify for pension whereas the majority would not so qualify in the case of WW II veterans? — W. W. P., LCDR, USN.

• Retirement with retired pay does constitute the separation requirement in the statement "World War II veterans must have been discharged or separated under conditions other than dishonorable..." and as veterans, retired persons may, by making certain elections, qualify for the compensation or pension benefits provided by the Veterans Administration. However, it should be realized by persons interested in either of these benefits that an election to receive retirement pay may bar the receipt of VA compensation or pension entirely or, if combined with these VA benefits, may not result in monthly payments which

would exceed the larger of the two amounts available as retirement pay or VA compensation. Some retired persons may, however, find it advantageous from an income tax standpoint to elect to receive VA compensation or pension in lieu of an equal amount of retirement pay since the entire amount of VA payment is tax free.

The pension requirements of survivors of World War I veterans are somewhat more liberal than the eligibility requirements for either World War II or Korean service. In World War I cases, the veteran must have either rendered 90 days or more service, or have been discharged from service for a disability incurred therein, or must have been receiving or had been entitled to receive at time of death, compensation or retirement pay for service-incurred disability whereas, in WW II or Korean service cases the veteran must have been receiving or have been entitled to receive compensation or retirement pay for service-connected disability or at the time of death have had a service-connected disability for which compensation would have been payable if it were 10 per cent or more in degree. Ninety days active service is required unless separated sooner for a service-connected disability.

A complete round-up on the rights and benefits of retired Navymen appeared in ALL HANDS, February 1953, pages 30-36. — Ed.

Transfer from Ready Reserve

SIR: When figuring the amount of active duty a man has in order to transfer from the Ready Reserve to the Standby Reserve, can the time spent in the V-12 training program be counted as active duty service? — S. L. L., LT, USNR.

• No. Under the provisions of the Armed Forces Reserve Act of 1952 the time spent in a Naval training program as a V-12 student cannot be counted as active duty when computing active duty service as qualifying service for transfer from the Ready to the Standby Reserve. — Ed.

Korean G.I. Bill

SIR: I am a veteran of World War II and the Korean conflict. I am interested in obtaining educational benefits of the Korean G.I. Bill, but my State has not passed this law, so I am told. What is the latest information on schooling under the G.I. Bill? — R.L.C., TN, USNR.

• The Veterans' Readjustment Assistance Act of 1952, the so-called Korean G.I. Bill, is a Federal law and the benefits offered by it are available to certain qualified persons who served in one of the armed services during the Korean conflict. It is suggested that you take your Form DD-214 to your local Veterans Administration regional or field office for further assistance. — Ed.

Early Discharge

SIR: I would like to know if I can request an early discharge in order to meet a school convening date. My enlistment expires on 13 Nov 1953 and the school I wish to attend commences 13 September 1953. — A. E. R., DT1, USN.

• BuPers does not authorize the early discharge of naval personnel for their own convenience, such as for the purpose of returning to school. — Ed.

Occupation Service Medal

SIR: I understand that the Navy Occupation Service Medal is still being awarded Navymen in Germany. Is it still being given for duty in Japan? — R. C. G., JO1, USN.

• No. The Navy Occupation Service Medal may be awarded Naval personnel who performed occupation duty in the Asiatic-Pacific area during the period 2 September 1945 to 27 April 1952, excluding service in Korea from 27 June 1950 to the present (covered by the Korean Service Medal). The Navy Occupation Service Medal is still being awarded for duty in Germany as you state. — Ed.

Duty with AFRS

SIR: Can you tell me something about duty with an Armed Forces Radio Service station and how I should go about requesting such a billet? — H. T. S., ETSN, USN.

• The Armed Forces Radio Service utilizes a considerable number of enlisted men throughout its operation. However, it is almost entirely an overseas operation. There are relatively small shortwave units operating from New York and Los Angeles and their personnel requirements are small.

Qualifications for AFRS personnel are essentially the same as required for commercial radio installations. Billets are set up for Writer-Producer, Radio Repair, Shortwave Production Engineer, Shortwave News Announcer, Shortwave Editor and Sports Announcer and Shortwave News and Special Events Editor.

Previous experience in an AFRS or civilian installation is highly desirable. An announcer must have "an active and intelligent mind, a basic understanding of human nature, a pleasant personality, a good character, a knowledge and understanding of the armed forces, a trained and cultured voice and the ability to think clearly and speak intelligently."

Requests for duty with AFRS in the U. S. should be submitted to the Chief of Naval Personnel in accordance with Article C-5203, BuPers Manual, and must include a brief resume of past experience and training. Requests for assignment to overseas AFRS billets should be submitted to ComSeroLant or ComSeroPac as appropriate, via the chain of command. — Ed.

List of Latest Announcements of Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• **uss Tappahannock (AO 43)**—The second annual reunion will be held in Boston, Mass., on 26 Sept 1953. For information and reservations, contact Fred Davis, Jr., 911 York Ave., Pawtucket, R. I.

• **uss Pocahontas (World War I transport)**—A reunion will be held in St. Louis, Mo., from 31 August to 3 Sept 1953, in connection with the National Convention of the American Legion. A second reunion will be held at Hawk's Nest Beach, Old Lyme, Conn., on 10 and 11 Oct 1953. For further details, write Joseph P. Sullivan, President, 117 Hebron St., Hartford, Conn., or R. Fairley Morris, Secretary, Box 117, Maxton, N. C.

• **82nd Naval Construction Battalion**—The seventh annual reunion will be held on 18, 19 and 20 Sept 1953 at the Lord Baltimore Hotel, Baltimore, Md. Contact Vincent D. Wright, 242 Carroll Ave., Ashville, N.C., or James Greenwood, 147 Bathurst Ave., North Arlington, N.J.

• **uss Intrepid (CV 11)**—Reunion of all hands—ship's company and air groups that served aboard—is being planned for 14-16 Aug 1953 the 10th Anniversary of the ship's commission-

ing. For information, write to James T. Clark, 844 Washington Bldg., Washington 5, D.C.

• **8th Naval Construction Battalion**—The second annual reunion will be held in New York City on 18, 19 and 20 Sept 1953 at the Henry Hudson Hotel. Former members are requested to contact Edward Sanford, 90 Woodland Ave., Bridgeport 5, Conn.

• **5th ND Shore Patrol**—The fifth annual reunion will be held 28 and 29 Aug 1953 in the Frederick Hotel, Huntington, W. Va. All former members, their families and friends are invited. For information, write to Woodrow W. Hunter, 67 Fairfax Drive, Huntington, W. Va.

• **uss Owen (DD 536)**—The sixth annual reunion will be held in Cleveland, Ohio, at the Hotel Alberton on 4, 5, 6 and 7 Sept 1953. For information, write Edward M. Ference, 5703 Velma Ave., Parma 29, Ohio.

• **First Marine Division**—Veterans of the First Marine Division who have served with this unit in Guadalcanal, New Britain, Peleliu, Okinawa, China and Korea, will meet at the Hotel Sherman in Chicago, Ill., on 7, 8 and 9 Aug 1953. Interested persons should contact Thomas H. Barry, First Marine Division Association Reunion Committee, Hotel Sherman, Chicago 2, Ill.

• **Waves**—All Waves are invited to attend the 11th Annual National Wave

Reunion to be held 31 July and 1 and 2 Aug 1953, at the Brown-Palace Hotel, Denver, Colo. For information, send self-addressed stamped envelope to National Wave Reunion Committee of 1953, Inc., P.O. Box 622, Denver, Colo.

• **uss Jacob Jones (DE 130)**—It is proposed to have a reunion of officers and enlisted men who served in this ship during the first two years it was in commission, at a time and place to be designated by mutual consent. Those interested, contact, C. A. Boone, Hotel John Marshall, Richmond, Va.

• **uss LST 922**—The crew of this ship interested in a reunion, to be held at a time and place to be decided, may contact Frank Coughlin, 238 Liberty St., Lowell, Mass., or W. R. McGearry, 1124 Jay St., Rochester, N.Y.

• **uss Sloat (DE 245)**—Former crewmen of this ship interested in a reunion should contact Lou Perlman, 570 Ralph Ave., Brooklyn 33, N.Y.

• **uss PCS 1414**—All hands who served in this ship and are interested in a reunion, please contact Leland X. Stanford, RF #1, Burlington, Ky.

• **uss Gridley (DD 380)**—It is proposed to have a reunion of officers and enlisted men who served in this ship during the period 1942-45, at a time and place to be designated by mutual consent. Those interested, please contact Harold B. Scanlon, 115 So. 10th St., Saginaw, Mich.

...how to send ALL HANDS to the folks at home

Superintendent of Documents
Government Printing Office
Washington 25, D.C.

ENCLOSED find \$2.25 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year







NAME.....

ADDRESS.....

(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.)





EXISTED NAVAL PERSONNEL

ANCE GROUP

 GM GUNNIMATE	 FC FIRE CONTROLMAN	 FT FIRE CONTROL TECHNICIAN	 TM TORPEDOMAN'S MATE	 MN MINEMAN	 GS GUIDED MISSILEMAN
--	--	--	--	--	--







By 31 March 1954, the merging of FC and FT ratings will be completed. FC rating will be discontinued and FT will remain on the designated rating. Insignia at right will be discontinued and the insignia at left will be the designated insignia.

MISCELLANEOUS GROUP (VI)









 PI PRINTER	 LI LITHOGRAPHER	 DM DRAFTSMAN	 MU MUSICIAN
--	---	--	---

To be combined with LITHOGRAPHER (right) over a period of five years. Insignia will be LI insignia.

 DK DISBURSER	 MA MACHINE ACCOUNTANT	 JO JOURNALIST	 CS COMMISSARYMAN	 SH SHIP'S SERVICEMAN	 CT COMMUNICATIONS TECHNICIAN
--	---	---	--	--	---

 IC ELECTRICIAN	 BT BOILERMAN	 ME METALSMITH	 FP PIPE FITTER	 ML MOLDER	 PM PATTERNMAKER
--	--	---	--	---	--

 UT UTTERMAN	 CM MECHANIC	MEDICAL GROUP (X)  HM HOSPITAL CORPSMAN	DENTAL GROUP (XI)  DT DENTAL TECHNICIAN	STEWARD GROUP (XII)  SD STEWARD
---	---	--	--	--

 AE AVIATION ELECTRICIAN'S MATE	 AM AVIATION STRUCTURAL MECHANIC	 TD TRADEYMAN	 AB AVIATION BOATSWAIN'S MATE
 AK AVIATION WRECKER	 PH PHOTOGRAPHER'S MATE	 AQ AVIATION FIRE CONTROL TECHNICIAN	 GF AVIATION GUIDED MISSILEMAN

(AF rating discontinued as of 31 Dec 1953; Combined with PFI rating.)

EMERGENCY SERVICE RATINGS

 ESP PHOTOMETRY RATING	 ESR TRANSPORTATION MAN	 ESU BOOKER (Motion Picture Service)	 ESV AVIATION PILOT	 ESW WELFARE AND RECREATION LEADER	 ESX SPECIALIST
--	--	--	--	---	---

Steps one and two: ESA, ESB, ESX, ESS, EST. Duties have not been set.

Here's Your New Rate and Rating Structure

AS the techniques of naval warfare change, the Navy's rating structure changes with it. New weapons, and new ways to use those weapons, mean new skills.

On these pages ALL HANDS presents the U.S. Navy rating structure as it stands today after its second re-evaluation since World War II.

As reported in previous issues, the major changes made in the last review of the rating structure were the addition of three new General Service Ratings: Guided Missileman, Aviation Guided Missileman and Aviation Fire Control Technician.

Several other General Service Ratings are to be absorbed into related ratings and will soon be abolished (see notes on center spread on pages 32 and 33).

The Rating Review Board also added a number of Emergency Service Ratings (ratings which would be filled in the event of full mobilization for the most part by Naval Reservists).

These changes appear in the list below, which was prepared by Strength and Statistics Branch, Bureau of Naval Personnel.

In addition to the General Service and Emergency Service ratings, the chart on pages 32 and 33 shows the Exclusive Emergency Ratings. These are ratings, established in a few fields only, which are too specialized even to be carried in the Naval Reserve training program. Incidentally, as the chart shows, a variety of even more specialized duties fall under the Exclusive Emergency Service rating of "Specialist."

Each rating has its distinctive specialty mark. This mark, a design which is intended to show the main duty of the Navyman who wears it, is placed in the center of the rating badge, or in the case of a striker, above the group-rate marks on his left sleeve.

The center spread shows all the Navy's current specialty marks arranged according to the groups in which they fall.

The smallest groups are the Electronics Group, Medical Group, Dental Group and Steward Group, each with one General Service rating (the last three groups also contain their three non-rated pay grades). The largest group is the Aviation Group.

ENLISTED RATE AND RATING STRUCTURE

GENERAL SERVICE, EMERGENCY SERVICE AND EXCLUSIVE EMERGENCY SERVICE

General Service Rates & Ratings	Emer. & Excl. Emer. Service Rates & Ratings	DESCRIPTION	General Service Rates & Ratings	Emer. & Excl. Emer. Service Rates & Ratings	DESCRIPTION
DECK GROUP I					
BM	BMG	Boatswain's Mate	OM	IMO	Instrumentman O (Office Machine Repairman)
	BMB	Boatswain's Mate G (Shipboard)		IMI	Instrumentman I (Instrument Repairman)
	BMS	Boatswain's Mate B (Construction Battalion)		ESX	Opticalman
	BMK	Boatswain's Mate S (Stevadore)		9685-89	Specialist
	BMR	Boatswain's Mate K (Canvasman)		9690-99	Gage Specialist
QM	QMQ	Boatswain's Mate R (Rigger)	TE		Crystal Grinder
	QMS	Quartermaster			
RD	RD	Quartermaster Q (Quartermaster)		TEL	Teleman L (Communications Clerk)
		Quartermaster S (Signalman)		TEP	Teleman P (Registered Publications Clerk)
		Radarman		TET	Teleman T (Teletypist)
SO	SOG	Sonarman	RM	TEM	Teleman M (Mailman)
	SOH	Sonarman G (Sonarman)			
		Sonarman H (Harbor Defense Man)	RMN	Radioman	
			RMT	Radioman N (Radioman)	
			CT	Radioman T (Landline Telegrapher)	
			YN	Communications Technician	
TM	TMT	Torpedoman's Mate	PN	YNT	Yeoman
	TME	Torpedoman's Mate T (Steam/Mechanical)		YNS	Yeoman T (Typist)
	TMS	Torpedoman's Mate E (Special/Electric Drive)			Yeoman S (Stenographer)
GM	GMM	Torpedoman's Mate S (Special)	MA	PNI	Personnel Man
	GMT	Gunner's Mate		PNR	Personnel Man I (Classification Interviewer)
	GMA	Gunner's Mate M (Mounts)		PNT	Personnel Man R (Recruiter)
FT	FTA	Gunner's Mate T (Turrets) (Pay Grades E-6, E-7 only)	SK	PNW	Personnel Man T (Training Assistant)
	FTM	Gunner's Mate A (Armors)		PNA	Personnel Man W (Chaplain's Assistant)
	FTU	Fire Control Technician		MA	Personnel Man A (Personnel Records Clerk)
FC	FTG	Fire Control Technician A (Automatic Directors)	DK	MA	Machine Accountant
		Fire Control Technician M (Manually Controlled Directors)		SKG	Storekeeper
		Fire Control Technician U (Underwater)		SKT	Storekeeper G (General Storekeeper)
GS	FTG	Fire Control Technician G (Missile Guidance Systems)	CS	DK	Storekeeper T (Technical Storekeeper)
		Fire Controlman (Being comb. w/FT)		CSG	Disbursing Clerk
		Fire Controlman S (Surface Weapons)			Commissaryman
MN	FCU	Fire Controlman U (Underwater Weapons)	CSR	CSB	Commissaryman G (Ship's Cook)
	ESX	Guided Missileman			Pay Grade E-7 in General Service only
	9600-09	Mineman			Commissaryman B (Butcher)
	9620-29	Specialist		Pay Grade E-7 in General Service only	
	9665-69	Ordnance Projects Technician		Commissaryman R (Baker)	
		Powderman		Pay Grade E-7 in General Service only	
		Ballistics Test Analyst	SH	Ship's Serviceman	
			JO	Journalist	
ELECTRONICS GROUP III					
ET	ETN	Electronics Technician	ESE	ESI	Physical Training Instructor
	ETR	Electronics Technician N (Communications)		ESF	Instructor (Miscellaneous)
	ETS	Electronics Technician R (Radar)		ESR	Fire Fighter
		Electronics Technician S (Sonar)		ESB	Transportation Man
				ESS	Master At Arms (Shore)
IM			ESW	ESU	Shore Patrolman
				ESU	Welfare and Recreation Leader
				ESC	Booker (Motion Picture Service)
				ESX	Chaplain's Assistant
					Specialist
PRECISION EQUIPMENT GROUP IV					
IMW		Instrumentman	9670-74		Fingerprint Expert
		Instrumentman W (Watch & Clock Repairman)		9700-15	Motion Picture Technician
				9720-29	Radio Broadcasting Technician

General Service Rates & Ratings	Emer. & Excl. Emer. Service Rates & Ratings	DESCRIPTION	General Service Rates & Ratings	Emer. & Excl. Emer. Service Rates & Ratings	DESCRIPTION
		ADMINISTRATIVE AND CLERICAL GROUP V			CONSTRUCTION GROUP VIII (Cont'd)
		(Cont'd)			Specialist
	ESK =	Specialist (Cont'd)		9781	Excavation Foreman
	9740-44	Archivist	CN	CN	Construction Man
	9745-49	Librarian	CP	CP	Construction Apprentice
	9755-59	Intelligence Specialist	CR	CR	Construction Recruit
	9783	Chart and Publications Man, Ashore			AVIATION GROUP IX
	9794	Cable Censor			Aviation Machinist's Mate
	9800-89	Linguist			Aviation Machinist's Mate E (Engine Mechanic)
					Aviation Machinist's Mate F (Flight Engineer)
					Aviation Machinist's Mate P (Propeller Mechanic)
		MISCELLANEOUS GROUP VI			Aviation Machinist's Mate G (Carburetor Mechanic)
LI	LIP	Lithographer	AD	ADE	Aviation Electronics Technician
	LIT	Lithographer P (Pressman)		ADF	Aviation Electronics Technician A (Aircraft Equipment)
PI **	PI **	Lithographer T (Cameraman & Platemaker)		ADP	Aviation Electronics Technician G (Ground Equipment)
DM		Printer (Being comb. w/LI)	AT	ADG	Aviation Electronics Technician O (Ordnance Equipment)
		Draftsman		ATA **	Aviation Electronics Man (Being comb. w/AT)
	DMS	Draftsman S (Structural)		ATG **	Aviation Ordnanceman U (Utility)
	DME	Draftsman E (Electrical)		ATO **	Aviation Ordnanceman T (Turrets)
	DMI	Draftsman I (Illustrator)		AL **	Aviation Ordnanceman F (Fire Controlman)
	DML	Draftsman L (Lithographic)	AL **	AL **	Aviation Fire Control Technician
	DMT	Draftsman T (Topographic)	AO	AOU	Aviation Guided Missileman
MU	DMM	Draftsman M (Mechanical)		AOT	Air Controlman
	MU	Musician		AOF **	Aviation Boatswain's Mate
	ESP	Photogrammetry Assistant			Aviation Boatswain's Mate A (Airship Rigger)
	ESK	Specialist		AC	Aviation Boatswain's Mate U (Utility)
	9630-54	Petroleum Production Man		ABA ‡	Aviation Boatswain's Mate G (Gasoline Handler)
	9655-59	Laboratory Technician, Miscellaneous		ABU	Aviation Electrician's Mate
	9730-35	Telephone Switchboard Operator		ABG	Aviation Electrician's Mate M (Electrician)
	9760-69	Model Maker			Aviation Electrician's Mate I (Instrument Repairman)
	9780	Plastics Expert		AE	Aviation Structural Mechanic
	9785	Agriculture Worker		AEM	Aviation Structural Mechanic S (Structural Mechanic)
	9788	Artist		AEI	Aviation Structural Mechanic H (Hydraulic Mechanic)
	9790	Fisherman		AMS	Parachute Rigger
	9792	Pigeon Trainer		AMH	Aerographer's Mate
SN	SN	Seaman		PR	Trademan
SA	SA	Seaman Apprentice		AG	Trademan R (Repairman, Non-Aviation)
SR	SR	Seaman Recruit		TD	Trademan I (Instructor, Non-Aviation)
				TDV	Trademan V (Repairman, Aviation)
		ENGINEERING AND HULL GROUP VII		TDU	Trademan U (Instructor, Aviation)
MM	MML	Machinist's Mate	AK	AK	Aviation Storekeeper
	MMR	Machinist's Mate L (General Machinist's Mate)	PH	PHA	Photographer's Mate
	MMG	Machinist's Mate R (Refrigeration Mechanic)		PHG	Photographer's Mate A (Aerial Cameraman)
EN	END	Machinist's Mate G (Gas Generating Mechanic)		PHR	Photographer's Mate G (Cameraman)
	ENG	Engineer		PHL	Photographer's Mate R (Camera Repairman)
MR	MR	Engineer D (Diesel Engineer)		PHM	Photographer's Mate L (Laboratory Technician)
BT	BTG	Engineer G (Gasoline Engineer)			Photographer's Mate M (Microfilm Photographer)
	BTR	Machinery Repairman	AF **	AF **	Aviation Photographer's Mate (Being comb. w/PH)
EM	EMP	Boilerman		EST **	Transport Airman
	EMS	Boilerman G (Shipboard Boilerman)		ESV	Aviation Pilot
IC	IC	Boilerman R (Boiler Repairman)		ESA **	Airship Rigger
ME	MEG	Electrician's Mate	AN	AN	Airman
	MES	Electrician's Mate P (Power & Light Electrician)	AA	AA	Airman Apprentice
	MEB	Electrician's Mate S (Shop Electrician)	AR	AR	Airman Recruit
	MEW	I. C. Electrician			MEDICAL GROUP X
FP	FPG	Metalsmith			Hospital Corpsman
	FPP	Metalsmith G (Shipboard Metalsmith)			Hospitalman
	FPB	Metalsmith S (Sheet Metal Worker)			Hospital Apprentice
	FPS	Metalsmith B (Blacksmith)			Hospital Recruit
DC	DCA ‡	Metalsmith W (Welder)			DENTAL GROUP XI
	DCG	Pipe Fitter			Dental Technician
	DCW	Pipe Fitter G (Shipboard Pipe Fitter)			Dental Technician G (General)
PM	DCP **	Pipe Fitter P (Plumber)			Dental Technician P (Prosthetic)
ML	PM	Pipe Fitter B (Coppersmith)			Dental Technician R (Repair)
	ESM	Pipe Fitter S (Steam Fitter)			Dentalman
	ESK	Damage Controlman			Dental Apprentice
FN	FN	Damage Controlman A (ABC Defenseman)			Dental Recruit
FA	FA	Damage Controlman G (Shipboard Damage Controlman)			STEWARD GROUP XII
FR	FR	Damage Controlman W (Carpenter's Mate)			Steward
		Damage Controlman P (Painter)			Steward G (Cook)
		Patternmaker			Pay Grade E-7 in General Service only
		Molder			Steward S (Stateroom Steward)
		Underwater Mechanic			Pay Grade E-7 in General Service only
		Chemical Warfareman			Stewardman
					Steward Apprentice
					Steward Recruit
		CONSTRUCTION GROUP VIII			SPECIAL TRANSITORY RATINGS
SV	SV	Surveyor			OC — Officer Candidate
CE	CEG	Construction Electrician's Mate			NAVACD — Naval Aviation Cadet
	CEP	Construction Electrician's Mate G (General Electrician)			
	CEL	Construction Electrician's Mate P (Power Lineman)			
CD	CD	Construction Electrician's Mate L (Communications Lineman)			
CM	CMG	Driver			
	CMD	Mechanic			
BU	BUL	Mechanic G (Gasoline Engine Mechanic)			
	BUH	Mechanic D (Diesel Engine Mechanic)			
		Builder			
		Builder L (Light Construction)			
		Builder H (Heavy Construction)			
SW	SWS	Steelworker			
	SWR	Steelworker S (Structural Steelworker)			
UT	UT	Steelworker R (Construction Rigger)			
		Utilities Man			

‡ To be activated.
 = Denotes Exclusive Emergency Ratings.
 ** Ratings to be disestablished.

NOTE: Rating descriptions in parenthesis are not used when Emergency Service Ratings are written out.

TODAY'S NAVY

'Big Jay's' Guns Are Busy

The guns of *uss New Jersey* (BB 62) did a lot of barking in the first month of her current Korean tour. During the month she pounded every major Communist-held city on Korea's east coast.

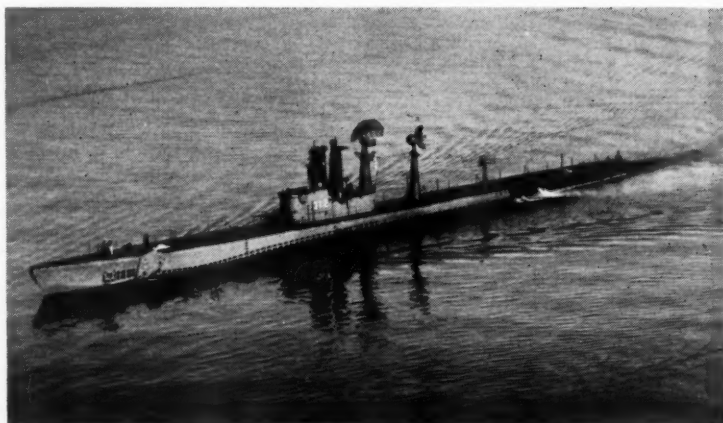
The "Big Jay" started on the 13th with a heavy bombardment of the communications city of Chongjin. At this city, located about 30 miles south of the Manchurian border, the battleship levelled a communications building and a weather station.

Three days later her 16-inch rifles sent destruction shoreward upon the Red defenders of Kojo. Four days later, she moved in on Wonsan for a day-long bombardment of that besieged city.

To the *New Jersey* crewmen the Wonsan bombardment had a special meaning. Nearly a year before, the ship had been hit by enemy fire in this same location. Now, in retaliation, she engaged in a two-hour duel with Red gun positions dug in mountain emplacements. All enemy guns were silenced when the "Big Jay" finished.

On the 24th she was engaged in what observers have described as her "most destructive raid of the war," a fast-firing, eight-hour-long strike at Songjin, an east coast rail and supply center. When it was all over the city was obscured by smoke and flames.

Soon after, she teamed up with heavy cruisers, destroyers and Task Force 77 aircraft to deliver more destructive raids on Wonsan. In this last strike, *New Jersey* scored direct hits on guns and bunkers. As a final fillip she knocked down the Communist's main observation post in the harbor.



USS BURRFISH (SSR 312), veteran of World War II combat missions, is one of the Navy's radar picket submarines. She's now serving in Atlantic waters.

New Fleet of All-Wood Ships

Two all-wooden minesweepers *uss Bold* (AM 424) and *uss Bulwark* (AM 425), have been christened at the Norfolk Naval Shipyard and will join the fleet later this year. The only metal on the ships will be found in the fastenings, pipes and in the machinery spaces — and that metal will be of the non-magnetic type.

These wooden vessels will be 165 feet long and will displace 750 tons. The purpose of the wooden hull is to counteract such devices as the magnetic mine of World War II.

The superstructures of these vessels were constructed in a shop at Norfolk Naval Shipyard and transported to the building ways by truck. They were then lifted by crane and lowered into place aboard the ships. Each superstructure weighs approximately 18 tons.

Bold and *Bulwark* are two of the

first of 76 of this type ship which will be constructed in shipyards on both the East and West coasts. Not all of these ships, however, are destined for the U.S. Navy. A number of them will find their way to navies of the nations participating in the Mutual Defense Assistance Program.

AO and AG to the Rescue

In a combined air-sea rescue operation lasting 12 hours, U.S. Navy units rescued 14 passengers from a Chinese merchant ship sunk in the Formosa Straits.

The survivors reported that their ship had been abandoned early in the morning of the day before the sighting. A fire had broken out aboard three days before.

Fleet oiler *uss Mispillion* (AO 105) had first discovered the mishap while engaged as a replenishment ship for other naval vessels in the Formosa Straits area. She was soon joined by *uss Whidbey* (AG 141) and two Navy aircraft.

A systematic search was begun to pick up stray survivors. The U.S. Navy units were later joined by three Chinese destroyer escorts.

At the completion of the search, *Mispillion* took aboard two survivors picked up by *Whidbey*, added them to 12 she had taken aboard and delivered them to civilian authorities in Formosa.

YESTERDAY'S NAVY



The *Columbia* and *Washington* became the first American vessels to circumnavigate the globe, returning to Boston, 9 Aug 1790. Navy Bureau of Medicine and Surgery was authorized by an Act of Congress, 31 Aug 1842.

AUGUST 1953

SUN	MON	TUE	WED	THU	FRI	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

Board Finds Naval Air Station With Its Scores Down

A "Safety Scoreboard" has been erected at NAS, Columbus, Ohio in an effort to promote safety consciousness among Navymen and civilians attached to the air station.

The board is broken down into two parts. One shows the number of industrial accidents, the other the number of vehicle accidents.

More important than the number of industrial accidents is the number of days lost from work. Every injury from a splinter scrape to a broken leg is posted on the board.

The board shows that military personnel have had 54 accidents but not one day lost from work by late in 1952. Civil service workers at the station have had 30 accidents with two days lost from work.

"We have had 50% less first aid cases than we had for the same period last year," the station's safety administrator reported.

The station board shows that NAS, Columbus, had three accidents in Navy vehicles and four involving sailors in their own cars.

"We listed private car accidents because we feel that a man hurt in his own car is just as much a loss

INDUSTRIAL ACCIDENTS	
INJURIES	LOST TIME DAYS
MILITARY 54	MILITARY 0
CIVILIAN 30	CIVILIAN 2

VEHICLE TRAFFIC ACCIDENTS	
NAVY 3	PRIVATE 4

SAFETY SCOREBOARD at NAS Columbus, Ohio, gives Navymen and civilians word on accidents.

to the Navy as one hurt driving a Navy vehicle," he stated.

The sign was built from scrap material on the station and has already spurred a safety competition between civilians and sailors. They want to keep those scores down! —Andrew J. Alpers, JOSN, USN.

Columbus Gets 'E' for an Eye

Since Chris Columbus was known as a sharp-eyed navigator, it is fitting that the crewmen of his namesake ship (by way of an Ohio city) would be keen-eyed gunners.

During fleet training exercises at Guantanamo Bay, Cuba, each of the three 8-inch, triple-gunned turrets of *uss Columbus* (CA 74) broke the standard score, winning for themselves the "E" for excellence.

Both speed and accuracy are necessary to break the standard gun merit score of 100 per cent which is based on a ratio of hits per gun per minute. Achieving this score, according to BatCruLant instructions, wins for a turret or gun mount the "E." Percentagewise, Turret One scored 152, Turret Two scored 100.9 and Turret Three scored 136.

Said the ship's gunnery officer, who has been in gunnery for more than 20 years: "I've never seen this done before. The gun crews' determination and spirit, plus a lot of hard drilling, made things run smoothly."

He gave credit to the three turret captains—chief gunner's mates whose

interest in equipment maintenance and crew training helped produce "outstanding" or "excellent" reports in gunnery inspections during the training.

The chiefs, in turn, said that no one person deserved a lion's share of honors and that it was entirely a matter of teamwork among the more than 50 men in each turret crew.



NAVY's new P2V-6 Neptune is specially designed for anti-submarine warfare and mine-laying. It has long range, high speed, can take off and land quickly.

Frames Go Navy

With five sons, a daughter and son-in-law in the Navy, the Felix J. Frames of South Covington, Va., can rightfully claim the title of another "All Navy Family." The Frames get together often for All-Navy reunions since they are currently stationed or make their home port at Norfolk.

The latest of the clan to arrive at the Virginia base is blonde Mary E. Frame, SA, USN (W). She is assigned to the Supply and Fiscal Department, reporting there from NAS Pensacola.

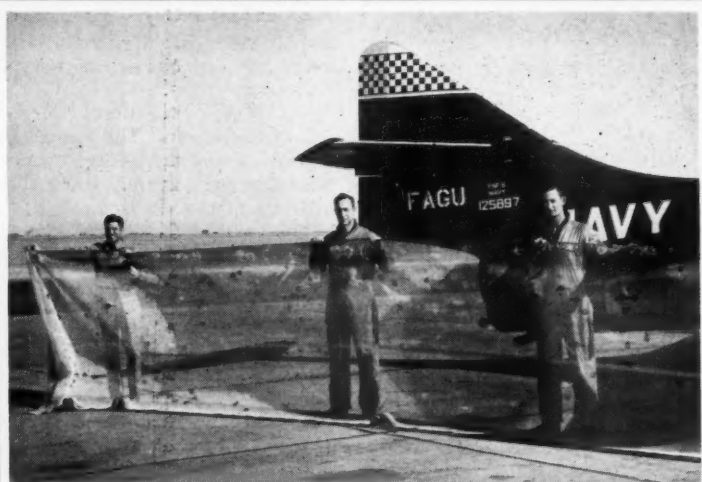
Four of her brothers, James, Raymond, Robert and William, are attached to the destroyer *uss Gearing* (DD 710), which is based at Norfolk. A fifth brother, Edsel, is serving in the battleship *uss Missouri* (BB 63), whose home port also is Norfolk. The Frames' brother-in-law, Leroy Decker, is a teleman at the Norfolk Naval Base.

Wiltzie Wanted

"Communist Public Enemy Number One" is the title tagged on *uss Wiltzie* (DD 716). The destroyer recently completed a two-month bombardment tour of North Korea.

Wiltzie was given the title by the Commander of the UN Blockading and Escort Force—after she completed a tour of duty bombarding North Korea supply trains and bunkers around the port of Wonsan. During the two months, *Wiltzie* was under fire for 12 days but came out unscratched.

The busy tin can is now on her third tour of duty in Korea. *Wiltzie* has earned eight of the nine Korean battle stars authorized for U.S. units fighting in Korea.



PUNCTURED BANNER testifies to marksmanship of LT J. E. Waits, USN (ctr), flanked by LTJG R. J. Morrison, USN (left) and LT C. W. Roesner, USN.

Record for Jets in Air-to-Air Marksmanship

A new record for air-to-air gunnery marksmanship in jet planes has been established by Lieutenant Jack E. Waits, usn, of Fighter Squadron 191. The jet-flying lieutenant scored an astounding 98.8 per cent hits at the Fleet Air Gunnery Unit, NAS El Centro, Calif.

Flying an F9F Panther jet, Lieutenant Waits scored 86 hits out of 87 rounds fired. The only miss hit the tow strap a bare four feet ahead of the target. The target, six feet wide by 30 feet long, was being towed by a B-26 bomber.

In the flight with Lieutenant Waits when he made his record-setting score were Lieutenant (junior grade) R. J. Morrison of VF 24 and Lieutenant C. W. Roesner of VF 191. The three pilots each made

one pass at the target at indicated airspeeds exceeding 500 miles per hour.

As usual, the bullets of each pilot were painted a different color and stained the target when they pierced it. Later, when the count was taken, it was an easy matter to tabulate how many hits each pilot scored by counting the number of bullet holes stained a like color.

The all-time Navy record for air-to-air gunnery is still held by Rear Admiral Charles R. Brown, usn, who scored a 100 per cent hits for 120 rounds fired. Admiral Brown, then a lieutenant, set this record in the fall of 1930. He was flying a Boeing bi-plane, an F3B-2, armed with six .30 caliber machine guns which fired through the propeller.

Destroyer Saves North Koreans

Steaming within gun range of the Communists, a U.S. destroyer rescued 53 North Korean refugees from a drifting sampan. The 53 included infants and an elderly invalid who had to be hoisted aboard the destroyer in a stretcher.

Under cover of fog and darkness, the refugees had crept out of Chaso, a small fishing village on the northeast coast in their attempt to escape to the south.

The destroyer, *uss Gurke* (DD 783), discovered their hand-propelled open boat while the ship was on

patrol as part of the U.N. Blockade and Escort Force. With the refugees bedded down for the night and their craft in tow, *Gurke* steamed south to a friendly island.

This is the second tour of Korean duty for *Gurke*. The ship returned to the Far East last April. Earlier in the war, the destroyer had taken three hits while participating in the Inchon invasion and was awarded the Navy Unit Commendation for her part as a "sitting duck" whose job it was to draw fire from enemy shore batteries so the batteries could be pinpointed and knocked out.

Navymen Enjoy Turkey

Navymen visting Turkey are finding out that the Turks take a backseat to no country when it comes to entertaining American bluejackets.

When sailors from U.S. ships participating in NATO Mediterranean maneuvers visited Izmir, Turkey, they were treated to typical Turkish hospitality.

A canteen was set up in the Izmir Fair Grounds and the sailors were served free hot dogs, coffee, sandwiches and cookies. Later they were taken on guided tours of the Izmir area.

Serving as hostesses at the canteen were wives and daughters of American military personnel, American civilians and Turkish men and women. Guides for the tours were young Turkish men who donated their time and services in escorting the sailors and explaining the different places visited.

\$1,000,000,000th Bond

The billion dollar mark has been surpassed in the Navy Savings Bond Allotment Program. The bond purchaser who did it is Melvin W. Niemann, ADC, usn, of NAAS, Whiting Field, Milton, Fla.

Chief Niemann, who has been investing in a bond a month since 1944 "to supplement my retirement income," was issued the "billionth dollar bond" by BuSanda's Field Branch at Cleveland, Ohio, which issues all bonds purchased through pay allotments by Navy military personnel.

The bond, a \$25 denomination — was presented to Chief Neimann by VADM John W. Price, usn, Chief of Naval Air Training, at ceremonies held at NAS, Pensacola, Fla.

Since its start in July 1941, the Navy Savings Bond Allotment Program has shaped up in Savings Bonds the following totals: Navy—more than \$848,000,000; Marine Corps — more than \$127,000,000; Coast Guard (during World War II) — more than \$30,000,000. At present over 331,000 Navy and 63,500 Marine Corps personnel have Savings Bond allotments in effect. Navymen and Marines accounted for more than 60 per cent of the 1952 bond allotments made by members of the armed forces.

A similar Savings Bond program, the Navy Payroll Savings Plan, is also maintained for Navy civilian employees. With 73 per cent of its civilian employees enrolled, the Navy De-

partment leads all other federal agencies.

Purchase prices of bonds issued by the Navy to military personnel and civilian employees adds up to more than 2½ billion dollars.

Carrier-Transport

"Thirty behind us. Let's make it 40." That could well be the slogan of USS *Cape Esperance* (T-CVE 88). The Anzio-class escort carrier has made more than 30 trans-Pacific cruises since the Korean outbreak.

A veteran of World II combat operations, *Cape Esperance* was recommissioned in August 1950 and soon went to work for the Military Sea Transport Service. Her duties, then as now, involved ferrying aircraft and aircraft provisions from the West Coast to the Japan-Korea theatre. Operating in direct support of United Nations forces, she ferries planes and parts for both the Navy and Air Force.

This cross-Pacific cruising, combined with other runs to Bangkok, Thailand, and Hong Kong, China, has given her a total mileage of some 200,000 miles.

Crewmen figure they spend about three-quarters of their time underway. A large part of the in-port time is devoted to loading and unloading. Despite her busy schedule, the ship was awarded a rating of "Excellent" in a recent Western Pacific MSTs inspection.

Her decks are usually lined with aircraft which range in size from tiny, single-engine reconnaissance planes to large transport aircraft with wing spans greater than the width of the flight deck. Planes carried on her flight deck have weather-protective coatings. Non-protected planes are stowed on the hangar deck.

The handling of large numbers of aircraft and numerous stores calls for pin-point loading. Because of this fact, detailed plans are made before each crossing. Small scale models of the planes to be carried are placed on model decks. By the use of various stowage patterns, the maximum number of aircraft are accommodated.

In February 1951, the ships carried atomic scientists and equipment to Eniwetok for experiments. A month later she made a run to Bangkok, carrying equipment furnished under the Mutual Defense Assistance Program, adding another accomplishment to her list of varied duties.

Tattooing Can Lead to Disease, Research Shows

It's not an altogether uncommon sight when ships hit port, for sailors on liberty to visit the nearest tattoo studio in quest of becoming a "true" salt.

Here, for many sailors, starts a chain of events that may leave them with permanent, and in some instances, fatal diseases.

Although tattooing dates back as far as the Middle Empire, when the Egyptians employed the art in 2000 B.C., it is today considered a health menace.

During the past two years, well attested outbreaks of a liver disease characterized by jaundice have been traced to tattooing establishments:

This disease, a form of hepatitis, is only one of several found transmitted through tattooing. There is no direct medical treatment known to cure the disease. Some cases require months of rest in a hospital bed. Syphilis, blood poisoning, skin tuberculosis, and even leprosy, have been identified with the ancient art. Here's an explanation of how this can happen.

Proper tattooing requires the actual penetration of the skin, deep enough to draw blood enabling any disease organisms on the needle to enter directly into the blood stream. Too frequently, tattooists are ignorant of sterilization methods for their equipment, or are indifferent to using healthful measures. Hence infected blood may be transferred from one customer to others by the needles.

Recently investigators found a tattoo studio in a shabby, filthy building located directly over a

shooting gallery. Aside from the dye containers found open and covered with dust, the vibrator—the instrument used for tattooing—was rusty, corroded, and covered with dried human skin from persons tattooed in previous months. The proprietor admitted to using only one type of "antiseptic" during the entire process—witch hazel!

Doctors agree that instruments exposed to the hepatitis virus from infected persons, can be sterilized only through thorough cleansing followed by boiling for 15 minutes or more. If the "artists" do take pains to sterilize their instruments, the extent of their efforts is usually limited to inserting the needles in, or cleaning with, alcohol or some other mild antiseptic.

Most communities in the U. S. and foreign countries do not require any inspection or control of tattooing establishments. Regulations are lacking as to cleanliness or sterilization measures, therefore disreputable tattooing studios, of which there are many, flourish.

Not all men infected with hepatitis virus in unsanitary studios will be affected physically, some will be just carriers—transmitters of the disease. If they are again tattooed they may contaminate other tattooing equipment, and subject other people to infection.

Not only does the infectious cycle of virus transmission hold true for hepatitis, but for several more diseases as well. Tattoos are *not* the identification of the "true" Navyman, but they *are* a means of spreading disease.

Roanoke Fantail Follies

The "Fantail Follies of 1953" highlighted the fourth birthday anniversary of the cruiser USS *Roanoke* (CL 145).

In the two-hour ships-company review, staged topside with the rolling hills of Izmir, Turkey, as a background, the entertainers' efforts "out-classed last years' review by a sailor's mile"—in the words of one crewman.

Produced and directed by Lieutenant John M. Tomichuk, USNR (jester par excellence), the show included songs, dances and comedy skits.

Musically, the dexterous arrangements by the "Downtown Five," a

string quintet, promised to become the talk of the Sixth Fleet. And the rendition of "Danny Boy" by soloist Bob Foney, CSSN, USN, unhinged the emotions of all present.

Another show-stopper was E. Payson Jones's "Phoosda Banana" act which showed the art of making a tasty pie. Yet another headliner was the "Dance of the Three Parisian Dolls," an act which struck the fancy of the *Roanoke* first nighters.

The ovation at the curtain call was so intense that a repeat performance was staged in the recreation hall of the U.S.O. Building in downtown Izmir.—W. B. Lillyman, JOSN, USNR.

SPORTS AND RECREATION

NTC San Diego Makes It 4 in 7

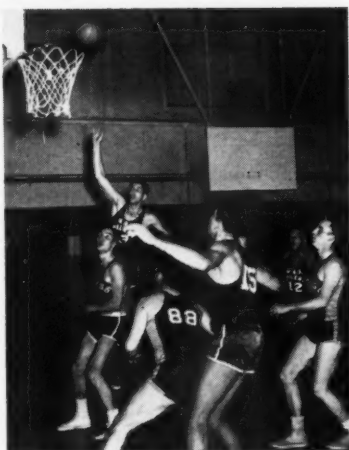
The San Diego Naval Training Center won the 11th Naval District Athletic Excellency Trophy for 1952. This is the third consecutive year that San Diego has won and the fourth time in the seven years since its inception. The trophy is awarded by the district commandant.

NTC San Diego scored 521 points during the 1952 sports season to easily outdistance Marine Corps Recruit Depot, which had 343 points. Following were NAS-AirPac, 327½ points, Camp Pendleton, 249 points, and MCAS El Toro, 180 points.

Points are awarded to the different district activities on the basis of participation in sports events, wins and losses, and points per man.

The Naval Training Center won 9 out of 15 sports conducted last year. The "Jackets" carted off the wrestling, handball, football, badminton, boxing, track and field, golf, swimming and touch football championships. In addition, NTC men racked up second places in basketball, softball and tied with Camp Pendleton in tennis. They picked up a few more points by finishing third in volleyball, fourth in bowling and fifth in baseball.

NAS Los Alamitos and NAS-AirPac shared the championships in the remaining six sports. The "Air Raiders" from Los Alamitos won the baseball, basketball and volleyball championships while their brother-aviators from NAS-AirPac won top spot in softball, tennis and bowling.



PLAYERS from NAS Whidbey Island and Puget Sound Naval Shipyard vie for ball. Whidbey won, 68-51.

Sailor Scores Double Eagle

Mike Schuller, AD2, USN, of Air Transport Squadron Five, carved a permanent niche for himself in Navy golfdom when he scored a double eagle (three under par) on the 11th hole of the Presidio Golf Course in San Francisco.

On the 500-yard, par 5 hole, Schuller hammered out a long drive, followed by a spoon shot to hole out. Making his feat even more amazing was the fact that this was Schuller's first time on the Presidio course. He was playing with the NAS Alameda golf team when he made his shot.



HARMONICCHORDS of USS Tarawa (CVA 40) give forth at smoker sponsored by their carrier for personnel of Sixth Fleet ships at Suda Bay, Crete.

DDE Is Tops in Athletics

The escort destroyer *uss Epperson* (DDE 719) piled up 414 points to win the Cruiser-Destroyer Athletic Excellence Trophy for 1952-53. This is the second consecutive year *Epperson* has won the honor.

uss Nicholas (DDE 449) finished as runner-up for the trophy with 338 points. Points were awarded to the ships for participation in baseball, softball, tennis, bowling, wrestling, golf, pistol shooting and basketball.

In basketball, *Epperson* won the Escort Destroyer Division 12 championship. The team registered victories over *Nicholas* 47-23, *uss Philip* (DDE 498) 44-26, and *uss Renshaw* (DDE 499) 53-31.

Epperson posted a season record of 35 wins and 4 losses in basketball. Its opponents ranged from Army and Navy units to foreign military and civilian teams.

While in Kaohsiung, Formosa, the *Epperson* hoopsters faced stiff competition in the form of several fast-moving, smooth ball-handling Chinese Nationalist military and civilian teams. Seven games were played, with *Epperson* winning five. The games were played before crowds of up to 3000 Chinese basketball fans.

Members of *Epperson's* hoop squad are Ensign D. A. Dodson, Bobby Joe Eidson, RDSN, Dave Bowser, SO3, Dave Massey, SOSN, John Lamont, SN, Kenneth Schroeder, SN and Gordon Smith, QM3.

Pitching Twins Fight It Out

When the baseball teams from the aircraft carrier *uss Bairoko* (CVE 115) and the Far Eastern Air Force Material Command met for a game at Tachikawa Air Force Base, Japan, it was more than just an ordinary game as far as two of the players were concerned.

The game marked the overseas reunion of Navy Seaman Coy Blaine Froneberger and his twin brother, Airman second class Troy Wayne Froneberger but the reunion didn't last long, because the brothers were soon pitted against each other in a pitching duel.

Blaine did the mound chores for the Navy nine while Wayne pitched for the Air Force.

In a sterling pitching duel, Blaine outlasted brother Wayne as the Navy won a close 2-1 decision. Blaine gave up five hits while Wayne allowed seven.

Navy Matmen Place and Show

Two Navy teams placed second and third in the National Amateur Athletic Union Wrestling tournament held at Toledo, Ohio, and two Navy men won individual championships.

Multnomah A.C. of Portland, Ore., with 21 points, annexed the team title but the 11th Naval District wrestling team was a close second, scoring 20 points. NTC Great Lakes placed third with 19 points. Other service teams in the tournament were Receiving Station, Washington, D.C., and Camp Lejeune.

Richard Delgado, SN, USN, of the 11th ND team won the 114½ pound class championship and Dan Hodge, SN, USN, of NTC Great Lakes, won the 174-pound class title. Leatherneck Jeryl Wilson of Camp Lejeune won the 136-pound class championship.

The meet marked the first time that a Greco-Roman style wrestling tournament has been held in this country. In Greco-Roman wrestling, the legs cannot be used for holds.

Wave Is All-State Cager

Dottie Pennell, AC2, USN (W), stationed at the Naval Air Station, Whiting Field, Fla., was selected to the Florida All-State women's basketball team—quite a feat for a girl who has been playing basketball for only two seasons.

Playing with the NAS Pensacola Wave team, Pennell was the only service woman to be selected. Although she played a forward position throughout the season, Pennell was shifted to guard while playing in the state finals and was selected to the guard position on the All-Star team.

The NAS Pensacola "Gosettes" were eliminated in the semi-finals 44-41 by the Miami Turner team which went on to win the state title. The tourney was held at Miami, Fla.

Sharp Shooting Squad

The rifle squad from USS *Toledo* (CA 133), won the sharpshooter division of the National Rifle Association Regional team matches held at San Diego.

Toledo's sharp shooting squad was paced by Marine Captain Herbert Korstange and L. A. Keys, MMC, USN.

Other members were Cpl. A. G. Truean, USMC, and Pfc. L. L. Duginski, USMC. Bronze medals were awarded to the team.

SIDELINE STRATEGY

SCUTTLEBUTT FROM RINGSIDE

The first annual Interservice Boxing Tournament is now history, but the Bainbridge run-offs might well serve as a pattern for future tournaments. The Navy was host this year and the men who helped to make it a smooth operation deserve a hand.

The tournament was under the direction of Lieutenant Commander Wesley Brown, USN, the Bainbridge Special Services Officer, and Lieutenant Kenneth Moorhead, USN, Public Information Officer. Lloyd F. Willette, ADC, USN, did an excellent job as tournament manager. . . . E. J. Enick, QMC, USN, was in charge of decorations. . . . C. H. Timothy, CDC, USN, and Craig Truax, JO3, USN, supplied the visiting civilian and military reporters with complete information on the fighters in the tournament.

Many fans, incidentally, were wondering why Ed Sanders, Navy's Olympic heavyweight champion, didn't compete. . . . It wasn't because he didn't want to. . . . Big Ed broke his thumb in the semi-finals at the Chicago Golden Gloves.

Hats off to the coaches who brought the fighters along the bumpy tournament trail. . . . Coaching the Western Navy team were John Goudy, DCC, USN, and B. B. Parks, CSC, USN. . . . Al Gibbs, FPC, USN, John Berkley, BMC, USN, and Al DeMarco, MEC, USN, guided the boxers on the Eastern Navy team. . . . Gibbs and Goudy were selected as head coaches

of the Navy team in the Interservice bouts.

Colonel Harvey L. "Heinie" Miller, USMC (Ret), a member of the District of Columbia Boxing Commission and the Olympic Boxing Committee, was chief of judges. . . . "Heinie" was All-Service bantamweight champion in 1906, Far Eastern featherweight champion from 1907 to 1909 and Far Eastern lightweight champion in 1909. . . . His last two titles were won in bouts that lasted 25 and 45 rounds respectively.

Eddie LaFond and Charlie Reynolds, former outstanding professional boxers from the Nation's Capitol, were the referees for both the All-Navy and Interservice bouts.

Ralph Medina, SO1, USN, from USS *Mississippi* (AG 128), the oldest fighter in the tournament at 26, has decided to hang up his gloves. . . . He won by a knockout in the All-Navy but lost by a K.O. in the Interservice bouts. . . . His conqueror, Army's Nick Lopez, went on to become Interservice flyweight champion.

It's interesting to note that in the two 1953 Interservice tournaments held thus far, the "Outstanding Athlete" award has been won both times by a Navyman. . . . Johnnie Arndt, from NAS Los Alamitos, received the "Outstanding Athlete" award in the Interservice basketball tourney while Bill Tate, from NTC Great Lakes, won it in boxing. — Rudy C. Garcia, JO1, USN.



SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

AN ARMY AVIATION SCHOOL, to give tactical training to pilots and mechanics of Army airplanes and helicopters, has been established at Fort Sill, Okla. Previously this training had been given by the Air Training Department of the Artillery School, also located at Fort Sill.

Officers must have qualified in their basic arm or service to be eligible for the school. Upon completion of training, they will become pilots. Warrant officers will be assigned, after training, as helicopter pilots in helicopter transportation companies, and enlisted men will be trained to become co-pilots or crew chiefs.

Establishment of the new school reflects the increased use of aerial spotting first tested during maneuvers in 1941 when light aircraft directed artillery fire and performed reconnaissance missions.

★ ★ ★

AN ELECTRONIC AUTOPILOT that can control a plane from the time it taxis down the runway until it lands at its destination — without the touch of a human hand — has been developed for the Air Force.

The device, designated AMSS (Automatic Master Sequence Selector), could take over many of the duties of the pilot, thus freeing him for his job as captain of the plane, the Air Force says.

Although the plane is flown automatically, the pilot can take over complete manual control, immediately, if he wants to in the event of unforeseeable mechanical failures or changes in flight conditions.

Briefly, here's how AMSS works: A flight plan is made out in advance and divided into sequences. One sequence is for taxiing down the runway, another for take-off, a third for climbing after the plane is airborne, and so on. The flight plan is then punched into tape by a special coding machine. In flight, the tape is fed through AMSS in much the same manner as music rolls in the old player piano.

★ ★ ★

A GIANT BULLDOZER TRACTOR, designed to level ground quickly and to tow a 65,000-lb. load at 25 mph, has been procured for testing by the Army at Fort Belvoir, Va.

Dubbed the "Bull Moose," the machine stands 11 feet 7½ inches high, is 22 feet 9 inches long, and weighs more than 25 tons with attachments. The tractor is equipped with a dozer blade, 11 feet wide and 4 feet high, on the front and a cable unit in the rear to operate scrapers.

Despite its huge size, the "Bull Moose" is reported to be highly maneuverable and has a low center of gravity which should give it great stability. The tractor is designed to operate in temperatures as low as minus 65 degrees Fahrenheit. But heaters under the engine hood provide heat sufficient to warm three five-room houses in a moderate climate.

A safety feature of the vehicle is an escape hatch in the top of the cab. Another feature is a four-wheel hydraulic steering system that permits simultaneous or independent control of both sets of front and rear wheels. Thus, if all wheels were turned to the same side angle of the body, the machine would move sideways.



'FIREBEE'—jet target drone—is being readied by Air Force to sharpen precision of gunners, radar trackers.

A HIGH-FLYING TARGET DRONE has been developed by the Air Force in conjunction with the Army and Navy. It is the Q-2 "Firebee."

The Air Research and Development Command labels the "Firebee" the first plane of its type to emerge from the nation's guided missile program. It has an approximate 12-foot span, 18-foot length and weighs about 1800 pounds.

Principal mission of the remote-controlled aircraft will be as a target for defense weapons. It is designed to offer a high-speed target capable of simulating jet plane maneuvers in training antiaircraft crews. It is equally adaptable for ground-to-air tracking and firing and for air-to-air interception.

A two-stage parachute system is incorporated to decelerate the drone from its near-sonic operating speed and lower it safe to the ground without damage to the aircraft structure or the delicate electronic controls.

The "Firebee" is operated from a "black box" remote control station where control stick and switches are located to transmit command signals to the "nolo" (no live operator) aircraft.

★ ★ ★

A SECRET ROCKET FIRING DEVICE, capable of firing a rocket powerful enough to shoot down the world's largest bombers, is now mounted in the F-86D Sabrejet, the Air Force has announced.

The new device is a retractable launching pod which pops out from under the fuselage of the Sabrejet for firing and then pops back in to give the plane a streamlined surface for high-speed flight.

The pod holds 24 rockets — the AF 2.75 variety, dubbed the "Mighty Mouse" each of which has a blasting force of a 75mm. artillery shell. The rockets can be launched automatically from the pod and be sent to their target at 2000 m.p.h.

A
high
nour
sign
jet
D
sign
troo
lines
In
with
grou
for
door
strai
as a
addi
tane
T
land
land
field

E
derg
Md.
If pr
the c
to th
T
in th
used
as 7
U-sh
A
cept
bodi
over
vene
the f
solid
place

A
a tw
nurs
Med
To
impr
and
costs
meth
plan
To
soun
cont
butt
patie
duty
work
auto
the s

A TURBO-PROP TRANSPORT that will fly faster and higher than any current military transport has been announced by the Air Force. It is the first transport designed to use the new turbo-prop engine which applies jet power to conventional propellers.

Designated the C-130, the four-engine plane is designed to fly assault and support missions, carrying troops (including paratroops) or supplies to the front lines and returning casualties to the rear areas.

In appearance the C-130 is a squat, low-slung airplane with high wings and a fuselage only 45 inches from the ground. Its tail section is sharply upswept to make room for the built-in loading ramp which serves as the rear door. This door can be lowered to truck-bed level for straight-in loading or dropped to the ground and used as a ramp for driving vehicles directly into the plane. In addition, there is a large forward cargo door for simultaneous front and rear loading.

The new plane will require only short takeoff and landing runs, and with special tandem-wheel tricycle landing gear it can operate off small emergency landing fields or on rough, unfinished air strips.

* * *

EXPERIMENTAL WOODEN TRUCK BODIES are now undergoing field tests at the Aberdeen Proving Grounds, Md., to determine their worth as Army tactical vehicles. If proved practical, the new bodies could greatly reduce the demand for steel truck bodies in wartime, according to the Army.

The wooden bodies (three are being tested) are unique in that a continuous curved laminated wood frame is used instead of the conventional steel bolsters. As many as 73 thin wood strips are glued together to form the U-shape frame.

Aircraft "stressed skin technique," which develops exceptional strength, has been used in two of the truck bodies. In the first, a skin of plywood is securely glued over both sides of a frame made of bent laminated veneers. In the second, the plywood skin covers only the floor of the truck. The third body being tested has solid wood panels, easily removable for repair or replacement.

* * *

AN AUDIO-VISUAL NURSE CALL SYSTEM, which permits a two-way conversation between the patient and the nurse at her duty station has been approved by the Army Medical Service.

Tests at two Army hospitals proved that such a system improves patient care, saves time of nurses and doctors and increases nurse availability. Although the system costs twice as much as the present light-and-buzzer method, the resulting benefits are such that the Army plans to install it in every new permanent-type hospital.

To call a nurse, a patient presses a button which sounds a chime and lights a signal light at the nurse's control station, thus identifying the calling patient. The button also lights the corridor dome light above the patient's ward or room door, sounds a buzzer and lights duty station lights in utility rooms, diet kitchen and other work areas. When the nurse answers the patient, the line automatically opens for a two-way conversation and, at the same time, extinguishes all call lights.



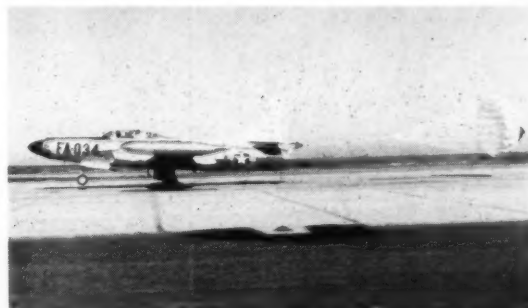
COLDBAR, Army's experimental winter 'suit,' is made of soft plastic, will keep man with field pack afloat.

A PARACHUTE BRAKE for use of the F-94C *Starfire* has been adopted by the Air Force. The new deceleration 'chute' is expected to provide marked economies in tires, brakes and landing gear maintenance. In addition, it will reduce by 40 per cent the landing distance of the 600 mph plane.

The drag parachute answers the need for an auxiliary means of deceleration to compensate for the *Starfire's* high landing speed.

Evidence of the chute's efficiency and economy came in Air Force tests in which 44 consecutive landings were made with one aircraft without the use of brakes except for taxi turns and ramp stops.

The deceleration system, stowed in a fiberglass compartment built directly above the tail pipe, is designed for 200-knot speeds, although the 'chute works well at speeds as low as 48 knots. Each chute is good for about 100 landings. This, compared to the expendable parachute cost of \$250, means it comes to only \$2.50 per landing to use the 'chute.



'SLOW-DOWN' parachute is being used on Air Force's speedy F-94C *Starfire*, all-weather jet interceptor.

THE BULLETIN BOARD

ServPac Petroleum School Trains Navy Men in Testing, Handling, Storage and Safety Measures

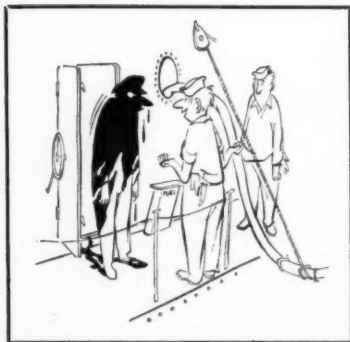
The 16th class of ComServPac Petroleum School at Pearl Harbor, T.H., has graduated its latest group of trainees, 70 officers and men of all the armed services.

The specialized school provides training for military personnel in the science of petroleum testing and petroleum handling, including storage, transportation and safety measures. The school's curriculum and quota is administered by Commander Service Force, Pacific Fleet, and applications must be submitted in accordance with ComServPac Instruction 1510.1A. The school was established in January 1949 and is the only one of its kind in the Pacific area.

Wherever you see petroleum used by Army, Navy or Air Force installations in the Pacific you can be sure that somehow one of the hundreds of graduates of the ComServPac Petroleum School has had something to do with this logistic support.

The nine-week course was originally created to place qualified men in each fleet oiler and gasoline tanker of the Pacific Fleet and to train men to test chemically a large backlog of petroleum products stored at Pearl Harbor which had been returned from World War II bases in the Pacific.

To be eligible to attend the school, candidates are required to hold a military occupational specialty or rating which permits them to be as-



"Parkins, here, is a little new on the job, sir!"

— H. S. Geisenheimer, ENS, USNR

signed to petroleum duties ashore or afloat. Commanding officers may submit nominations of petty officers (pay grades E-4 through E-7) in Group VII (Engineering and Hull) and PO's in the BM, AB, AD, AK and SK ratings. Candidates must have a minimum of 18 months' obligated service remaining at the time of graduation. Naval Reservists with sufficient obligated service are eligible provided they meet all entrance requirements.

Officers of the Pacific Command Petroleum Office, personnel from the Fuel Depot, Naval Supply Center, Pearl Harbor and other qualified petroleum specialists make up the teaching

Following nine weeks of concentrated study and practical applications, members of the class are able to cope with almost any petroleum job in the armed services.

Enlisted Men Enter Naval Academy from 'Prep'

Among the men entering this year as midshipmen at the U.S. Naval Academy are more than 200 graduates of the 1952-53 class of the U.S. Naval Preparatory School at Bainbridge, Md.

The "Prep School" graduates are made up of active duty enlisted men of the Army, Navy, Air Force and Marine Corps—men who entered to take seven months of study in preparation for the Naval Academy entrance examinations. Each has passed the Academy's entrance exams and has completed studies in algebra, physics, English, American history and plane geometry.

After the graduation ceremonies at Bainbridge, the successful candidates took the necessary physical examinations and then reported to the Naval Academy in late June.

On 1 July they ended their enlisted status in the various services, were appointed midshipmen, USN, and began their "Plebe summer." Nominations were given under Presidential, Congressional or Secretary of the Navy appointments. Details on the Naval Preparatory School are carried in ALL HANDS, February 1952, pp. 7-8.

Overseas Per Diem Allowance For Dependents on Station Cut if Gov't Mess Is Available

All enlisted personnel on duty outside the continental U.S. at a place where a government mess is available, who have their dependents on station, will receive a cut of \$1.05 per day from their overseas station per diem allowance effective 1 July 1953.

This reduction will result in a parity of subsistence allowance authorized for enlisted men serving on duty both inside and outside the continental U.S.

The \$1.05 reduction will not affect enlisted men with dependents who are serving at an overseas area where no government mess is available. Nor will it affect enlisted men who do not qualify as members with dependents (i.e. men who are single) on duty outside continental U.S. This change does not affect overseas station allowance for quarters.

To illustrate the change, let's take a hypothetical case. Dan Buoy, QMC, is stationed at the Naval Station, Kodiak, Alaska. He is living ashore with his dependents and is authorized by his commanding officer to mess separately (draw ComRats). Prior to 30 June 1953, he was being paid commuted rations of \$1.20 per day, plus \$2.40 per day as an overseas station per diem allowance for subsistence. Under the change, he will continue to receive his commuted rations but his overseas station per diem allow-



"And you saved them ever since we shoved off—in case we should want a 'mouse a hook' or two?"

ance for subsistence has been reduced to \$1.35, a cut of \$1.05.

For another hypothetical instance, take a sailor serving on a ship which is operating from Naples, Italy, who has his dependents on station. He was formerly being paid \$3.45 per day as overseas station per diem allowance for subsistence. Being aboard ship, he did not draw commuted rations. His overseas station per diem allowance for subsistence has now been reduced to \$2.40.

Or, take the case of an EM serving at Fleet Activities, Yokosuka, Japan. With his dependents on station, he was drawing \$1.05 per day as overseas station per diem allowance for subsistence, plus commuted rations if authorized to mess separately. Now he will draw only his commuted rations because the \$1.05 reduction completely eliminates his overseas station per diem allowance for subsistence.

In addition to the overseas station per diem allowance, enlisted men, if eligible, will continue to draw either (1) the basic allowance for subsistence if a government mess is not available (\$2.57 per day), or (2) basic allowance for subsistence if the man is authorized to mess separately (\$1.20 per day).

Inactive Reservists Who Took Active Duty Tests May Advance

Enlisted personnel who have been released from active duty or discharged may be advanced in rate or rating while on inactive duty in the Naval Reserve on the basis of service-wide competitive examinations which were taken while on active duty with the Regular Navy.

To take advantage of this advancement, however, enlisted members discharged from the Regular Navy or Naval Reserve must enlist or reenlist in the Naval Reserve within 90 days of their discharge.

Commanding officers have been advised by BuPers Inst. 1430.9 of 20 Apr 1953, that advancements may be effected for such personnel in accordance with administrative procedures contained in BuPers Reserve Inst. 1430.1A of 10 Apr 1953.

Advancements of Reservists must be effected within six months of the date their promotions were authorized otherwise their eligibility will be voided.

Six-Month Training Course Open To Junior Officers Selecting Duty in Submarines

Applications are desired from junior officers, both USN and USNR, who want duty in submarines, for the six-month officer training course at the Submarine School, New London, Conn.

The names of 104 officers who have been selected for the class convening 6 July 1953 have been announced by BuPers.

The next course will begin the first week in January 1954. Applications are desired from line officers of the rank of lieutenant (junior grade) and ensign and must reach the Chief of Naval Personnel (Attn: Pers B1117) by 1 September.

BuPers Inst. 1520.6A gives the details on requirements for the course as well as the list of the officers selected for the July class.

Volunteers must rank from 1 June 1951 or later if they are lieutenants (junior grade) and prior to 1 Jan 1953 if ensigns. In addition, all officers selected must have served one year as a commissioned officer as of 1 Jan 1954.

Officers must submit with their ap-

plications a signed agreement not to resign during the course and to serve at least one year in the naval service on active duty following the completion of their training.

All officers who apply for this training should be qualified to stand OOD watches underway. In the forwarding endorsement to an officer's application, his commanding officer should state whether the applicant is so qualified.

Officers will be selected for submarine training on the basis of their fitness report records and their educational background as well as their ability to stand an underway OOD watch.

Each officer's application must be accompanied by a certificate of a medical officer stating that the candidate is physically qualified for submarine duty under standards established by the Bureau of Medicine and Surgery.

A limited number of quarters are available at the Submarine Base for married officer students. Upon receipt of orders, married officers should request assignment to quarters from the Commanding Officer, Submarine Base, New London, Conn.

Lots of Fresh Navy Water Quenches St. Thomas' Thirst

This year got off to an odd start in the little island of St. Thomas in the Virgin Islands. The tourist season was unusually heavy while the rainfall was unusually light. Only 2.84 inches had fallen during January and February whereas the average fall for this period is 5.22 inches.

Sizing up the situation, the Island-group's governor dispatched a message to the nearest Naval District headquarters—the 10th, at San Juan, Puerto Rico. The message, sent on a Saturday, stated that the island's water supply was "running perilously low" and that replenishment would be needed "in a few days."

The District Commandant immediately asked ships of the Atlantic Fleet Amphibious Force, to help alleviate the shortage. In the meanwhile water barges would be dispatched from Puerto Rico. The Amphib Force ships were lying in St. Thomas' chief harbor of Char-

lotte Amalie, resting up between phases of Laut Phibex II-53 maneuvers.

Just one day after the dispatch was sent, *uss Fulton* (AS 11) had begun pumping fresh water from her tanks into the municipal mains at the former submarine base near Charlotte Amalie. *Fulton* gave more than 40,000 gallons before operational requirements forced her to leave the area. Next morning the job of forcing water into the city's main was taken over by *uss Mellette* (APA 156).

Later in the day the first of a series of water-toting barges, each holding some 160,000 gallons, arrived from San Juan. Other water loads were picked up by the barges shuttling back to Puerto Rico's Roosevelt Roads Naval Station. Under this combined assault, the figure of 1,000,000 gallons was reached—enough to set the thirsty island at ease.

Congressional Action Taken On Bills of Importance To the Naval Establishment

Here is the latest round-up of legislation of interest to naval personnel to come out of the 83rd Congress.

This summary includes new bills introduced as well as changes in status of other bills previously reported in this section. As usual, the summary includes Congressional action covering the two-month period since the last round-up (ALL HANDS, May 1953).

Further information on some of the more important pieces of legislation affecting the Navy, when enacted, will be carried in future issues. Keep in mind, however, that of the many bills introduced in any session of Congress, relatively few are enacted into law.

Missing Persons — Public Law 16 (evolving from S. 1229): Extends for another year, with amendments, the provisions of the Missing Persons Act which concerns persons missing, missing in action, interned in a foreign country or captured by an enemy or hostile force.

Import Quotas — Public Law 19



(evolving from H.R. 3658): Extends for two more years the right of members of the armed forces to bring into the U.S. gifts valued at up to \$50 duty free, in addition to other import privileges as a U.S. citizen. (Under current law, any citizen of the U.S. can bring in up to \$400 worth of goods for his personal use.)

Household Effects — Public Law 20 (evolving from H.R. 3659): Extends for two more years the law exempting household and personal effects of members of the armed forces brought into the U.S. under Government orders from import duty.

Service Flag for Family — Public

Law 36 (evolving from H.R. 2321 and S. 1546): Extends the authority of the Secretary of Defense to approve the design of a service flag which may be hung in the window and a lapel button which may be worn by members of the immediate family of a man in the service during any war or period of hostilities.

Age Limit for Nurses — Public Law 37 (evolving from H.R. 4417 and S. 1530): Raises the age limit from 29 to 30 for women accepted in the Regular Navy Nurse Corps and states that women may now be initially commissioned in the grade of LT JG. (At present, however, the Navy's Regular nurse program is closed; application are being accepted through the Naval Reserve.)

Past Claims for Household Effects — Public Law 40 (evolving from H.R. 2323 and S. 1547): Permits payment for the cost of transportation of household goods of members of the naval forces for shipment authorized from the home of record to another place selected by them under a limited cost arrangement.

Survivor's Benefits — H.R. 5304: introduced; would provide that Navy-men with 18 years' service or more could elect to take a reduction in their eventual retirement pay and, for the difference, enroll in an annuity plan through which the Navy would pay an annuity to the Navyman's wife and/or children in the event of his death after retirement. Under current provisions of law, a retired Navyman's family is not eligible for survivor's benefits unless the Navyman dies as the result of a "service connected" disability or disease. The new plan would be offered both to those now retired and to those retiring in the future.

Doctor Draft — H.R. 4495: passed by the House; passed by the Senate; would amend the Universal Military Training Act to provide for the special registration, classification and induction of doctors and dentists. The service requirement under the bill would be from 14 to 24 months, depending upon the persons prior military service, if any, and the \$100 Special Pay per month provision would be continued.

Postal Clerks — H.R. 2327: passed by the House; passed by the Senate; would authorize the Post Office De-

New Enlisted Correspondence Courses Available

Eight new Enlisted Correspondence Courses and two revised editions of earlier courses are now available from the U.S. Naval Correspondence Course Center. All enlisted personnel, whether on active or inactive duty, may apply for them.

Applications should be sent to the U.S. Naval Correspondence Course Center, Bldg. RF, U.S. Na-

val Base, Brooklyn 1, N. Y., via the commanding officer for personnel on active duty. Naval Reservists may make application through their Reserve Units. Inactive Reservists may apply directly to the naval district commandant.

In most cases, applicants will be allowed to enroll in only one course at a time.

Here are the new courses:

Title of Course	NavPers No.	Applicable to Ratings
Gyro compasses	91532	IC
Patternmaker 3	91548	PM
Patternmaker 2	91549	PM
Gunner's Mate 3, Vol. 2	91352	GM, GMA, GMM, GMT
Personnel Man 3	91419	PN, PNA, PNI, PNR, PNT, PNW
Personnel Man 2	91420	PN, PNA, PNI, PNR, PNT, PNW
Quartermaster 3, Vol. 1 ..	91284	QM, QMQ, QMS, RD
Ship's Serviceman		
Cobbler Handbook ...	91464	SH
Steward 3	91692-1	SD, SDG, SDS
Steward 2	91693-1	SD, SDG, SDS

Navymen who have completed courses based on the earlier editions of Steward 3 and Steward 2 will benefit by taking the new course.

part
sonn
Mar
post
cler
N
H.R.
prov
zati
arm
30 d
host
natu
wou
leas
vou
but,
have
simi
S. 1
bene
pone
suffe
ing
from
346,
duce
G.I.
Mac
C
to C
War
and
G.I.
men
over
Pr
vete
leas
and
restr
men
Re
cent
eran
appl
Th
Vete
per
the
\$160
be a
duce
loan.
No
gratu
he m
three
pay
and

partment to designate enlisted personnel of the Army, Navy, Air Force, Marine Corps and Coast Guard as postal clerks and assistant postal clerks.

Naturalization of Servicemen — H.R. 4233: passed by House; would provide for the expeditious naturalization of persons who served in the armed forces of the U.S. for at least 30 days since the outbreak of Korean hostilities. Alien servicemen seeking naturalization under the new bill would have to furnish affidavits of at least two creditable citizens who can vouch for their good moral character but, if still on active duty, would not have to appear in court. A number of similar bills have been introduced.

Disability as Result of Travel — S. 1914: introduced; would provide benefits for members of Reserve components of the armed forces who suffer disability or death while traveling under certain conditions to and from specified types of duty. H.R. 346, a similar bill, previously introduced in the House.

G.I. Home Loans May Now Be Made With No Down Payment

Credit controls which were applied to G.I. loans for veterans of World War II and Korea have been removed and such veterans may now obtain G.I. home loans with no down payment and with repayment spaced over 30 years.

Prior to the removal of controls, veterans were required to pay at least five percent down in most cases and the maximum loan was usually restricted to 20 or 25 years for repayment.

Restrictions on how the four percent gratuity payment made to veterans who obtain G.I. loans should be applied have also been removed.

The gratuity payment made by the Veterans Administration equals four percent of the guaranteed portion of the G.I. loan up to a maximum of \$160. Previously, the gratuity had to be applied to the loan in order to reduce the principal amount of the loan.

Now the veteran may apply the gratuity in other ways. For example, he may use it to pay the first two or three installments on the loan, or to pay all or part of the first year's taxes and insurance.

New Form Required on Active Duty Officers to Supplement Qualifications Questionnaire

A new officer's record form, *Annual Qualifications Questionnaire — Active Duty Officers* (NavPers 549) is now being distributed to all commands. It replaces the *Record of Duties Performed* (NavPers 3031) and is to be submitted yearly by all active duty officers both Regulars and Reservists.

While the first regular submission of the new form NavPers 549 will not be made until 28 Feb 1954, (covering the period from 1 March 1953 to 28 Feb 1954), each officer on active duty now is required to review his *Records of Duties Performed* forms to ascertain if they have been forwarded as required (see below) and take appropriate action.

Similar to the one it replaces, the new form will be used to supplement and keep up to date the *Officer Qualifications Questionnaire* (NavPers 309)—the form all officers complete when they accept a commission.

The form itself consists of a three-page snap-out with a carbon insert between pages two and three. Instructions for completing the questionnaire are on the face of the first page. The reverse of the page is a work sheet.

The work sheet may be retained by the individual officer for his personal file if he so chooses. The completed second page is forwarded directly to the Chief of Naval Personnel; the third page is to be filed in the *Officer Service Record* (NavPers 3021).

Additional information on submission of this new form is contained in BuPers Inst. 1058.24 of 15 May 1953 which also lists the procedures for closing out the replaced NavPers 3031.

Upon receipt of the above Instruction, "each active duty officer shall review immediately all *Records of Duties Performed* (NavPers 3031) in his Service Record." This review will ascertain whether copies have been submitted to the Chief of Naval Personnel covering all active duty periods since 28 Feb 1951. The *Record of Duties Performed Form* is then to be completed and submitted to the Chief of Naval Personnel for active

Canine Stowaway Enlists, Sees Action in Korea

A month-old puppy wanted to see the world — so he cast his lot with the Navy. Regulations, however, cut short his sea duty, but not before he became a veteran of the Korean War and put in some carrier flight time.

It all started one rainy night when the aircraft carrier *uss Valley Forge* (CVA 45) was tied up at Yokosuka, Japan. The little pup somehow managed to sneak past both the gangway watch and the OOD and to stow away aboard the huge carrier.

His yen to see the world hit its first snag at the following morning reveille after the ship had put to sea, bound for Korea. Quarantine regulations forbid the transporting of animals obtained in a foreign port. The puppy, being of presumed Oriental ancestry, had to go.

While his fate was being pondered, the wistful stowaway was basking in the friendliness of the crewmen. He was "enlisted" in the Navy, issued an I.D. card and given the official name of "Coddy." The sailors even made the dog a dress blue jumper, complete with Korean and United Nations campaign ribbons.

Arrangements were soon made to send Coddy off the ship with a sailor who was flying back to Japan on emergency leave. With an individual set of orders, the pup and his sailor traveling companion boarded a plane and flew off the carrier's flight deck. According to crewmen, it was the first time a dog was ever flown from the deck of *Valley Forge*.

However, before Coddy left, his future was assured. His orders specified that he should be treated in "a manner befitting a month-old puppy with a tour of Korean duty and carrier flight time."

duty periods not previously reported.

The new form should cut down paper work since it is to be submitted but once a year and upon release from active duty. The older form (NavPers 3031) was submitted semi-annually, upon change of station and after a change of command.

Vets Studying Under Korean G.I. Bill Must Determine Job Goal Before Starting Training

Navy veterans who plan to take advantage of the Korean G. I. Bill must select courses which will further their occupational goals and not duplicate knowledge already acquired.

The Veterans Administration points out that the law prohibits veterans from training under the Korean G. I. Bill toward goals they have already reached either through previous schooling and training or through job experience.

VA explains that a veteran must select his final goal before he can start training under the law. It may be either an educational goal such as the attainment of a college degree; a professional goal, such as law or medicine; or a vocational goal, such as machinist or draftsman.

However, he must also list his previous training and experience on the application form. In this way the VA can determine whether or not he is

already qualified for the goal he has selected.

Furthermore the Veterans Administration will not approve an application from a veteran with a college bachelor's degree, if he wants to take another under-graduate college course merely to be going to school.

However, this same veteran may be permitted to take such a course if he shows it is needed to attain a specific vocational or professional objective. He would have to show, for example, that he intends to follow a specified occupation and that the course would qualify him for it.

Somewhat similar rules apply to a veteran who wants to take a below-college-level school course where classroom instruction predominates.

If he already has a high school diploma he will be allowed to study for a below-college-level course only if it would lead to a vocational objective for which he is not already qualified. And he could also take high school subjects necessary to enable him to get into college.

In determining whether a veteran

is already qualified for a vocational objective, VA will take into account his previous training either in school or on-the-job and his past employment record.

A veteran who applies for a below-college trade or technical course that consists largely of shop practice will be denied training if:

- He has previously completed a similar course for the same occupation.
- He has at any time in the past held a job as a qualified workman in the same trade for which he requests training. However, if the new occupation is at a higher level, he'd be permitted to train for it.
- He has completed an on-the-job training course which qualified him for his desired goal.

The Veterans Administration has also outlined conditions which will result in disapproval of institutional on-the-farm-training. They include:

- A veteran who is successfully conducting a farm operation similar to the one that he wants to train for. Also, if he successfully handled such an operation in the past, his application would be turned down.
- A veteran who previously attended a school which gave instruction in practical agriculture along the lines of the course he wants to take.
- A veteran who has held a job as a teacher of subjects similar to the ones he wants to study.

Applicants for on-the-job or apprentice training will be considered already qualified if, at any time in the past, they have been employed as full-fledged workers in the jobs they want to train for.

Likewise, a veteran's application would be disapproved if he already has had job training that equips him to hold the job he has set as his occupational goal.

A veteran who has completed schooling for a profession such as teaching, engineering and the like may not take on-the-job training for the same profession. However, an exception has been made for graduate lawyers in some States where clerkship training is required before they may take a bar examination.

The Veterans Administration points out that these rules and regulations do not deny training to veterans who need it to gain their goals in life.

WAY BACK WHEN

First Salutes to U.S. Flag

New facts concerning salutes to early American flags, prior to the French recognition of the Stars and Stripes in 1778, have been uncovered by historians in recent years.

Denmark is now believed to be the first country to salute the American flag. The incident is said to have occurred on 25 Oct 1776 when a schooner flying the Grand Union, the first ensign used by the American Navy, was saluted by the Danish fortress at St. Croix, Danish West Indies. The same flag, flying over the man-of-war *Andrea Doria*, was saluted by Netherlands forces at the West Indies island of St. Eustatius, 16 Nov 1776. (In the accompanying illustration, John Paul Jones is hoisting the Grand Union aboard the flagship *Alfred*.)

A year or so later — 14 Feb 1778 to be exact — a squadron of the infant American Navy, flying a new flag, sailed into Quiberon Bay, France. The cruiser *Ranger*, commanded by John Paul Jones, approached a French squadron commanded by Admiral La Motte Picquet. *Ranger's* guns thundered a 13-gun salute to the French fleur-de-lis. Moments later, French guns boomed nine guns in return. The Stars and Stripes had been recognized by a major European power.

Both Jones and Picquet were unaware at the time that the French King, Louis XVI, had recognized American independence a week before.



Diplomatic protocol in the 18th century called for lesser nations to honor the larger's might. Thus when Jones fired 13 guns, the French replied with only nine, the same number which would have been rendered, say, to Holland.

Last month, the 175th anniversary of the historic occasion, U.S. Naval Academy midshipmen paused before a painting depicting the salute and recalled Jones' report to the Marine Committee: "... I sent the Admiral (Picquet) word that I should sail through his fleet . . . and would salute him . . . He was exceedingly pleased and returned the compliment also, with nine guns."

New Report Helps You to Estimate Your Standing on the SDEL

What's your standing on the Shore Duty Eligibility List and how soon can you expect orders to a normal tour of BuPers shore duty?

Numerous inquiries are received in BuPers concerning individual standing on the SDEL, and the approximate date orders to shore duty can be expected. Since it is impracticable to ascertain the date any one man can expect orders to shore duty, BuPers publishes in ALL HANDS semi-annually a tabulation of the SDEL, in order to give each man on the list the opportunity to determine his relative standing.

At the present time approximately 1750 men per month are being ordered to a normal tour of shore duty by BuPers.

From the following information (the ninth tabulation to appear in ALL HANDS) you can estimate your relative standing on the SDEL and how close you are to shore duty. However, don't try to nail it too closely as the need for your rating and rate, and choice of duty station, are the big factors. The table shown here was tabulated as of 1 Apr 1953.

In the majority of cases where the table indicates certain rates have accumulated extremely long periods of sea service, the men concerned have

either requested one or two specific billets for which there is a long wait on the SDEL, or they have only recently requested shore duty and the man's request has not yet been considered for transfer.

As new requests for placement on the SDEL are received almost daily by BuPers and due to the assignment of personnel from the list to shore duty, the totals shown in the table are subject to constant change. The information given here should be used *only* as a general guide. Correspondence from personnel concerning this tabulation is *not* desired.

Remember that personnel of the following categories are not included in the tabulation:

- Men serving ashore outside the continental U.S. with dependents on station who have not yet completed a normal tour for the area as prescribed by BuPers Instruction 1300.15 of 17 Apr 1953.
- Those who have less than six months on board since return from a naval school on returnable quota.
- Men undergoing instruction at a naval school on a returnable or non-returnable quota.
- Men serving in a vessel which has been in commission less than six months since last commissioning.

Also not included in the above categories are over 600 personnel whose names are not on the SDEL and whose enlistments, as indicated on their shore duty request card, have expired.

As a matter of information, when a man on the SDEL has not received orders to a normal tour of shore duty prior to the expiration of enlistment, his name (although remaining on the SDEL), will not be considered further until he advises BuPers after his reenlistment of the following facts:

- New expiration date of enlistment.
- Present *permanent* duty station.
- His rating and rate.
- His Navy Job Classification and Code Number.
- His marital status.

In screening the service records of personnel on the SDEL for transfer to shore duty, BuPers has found that there are a large number of who have not kept BuPers informed of their current status as required by the instructions of BuPers Inst. 1306.20 of 10 Dec 1953, (see ALL HANDS, February 1953, pages 48-51).

Failure to keep BuPers (Attn: Pers B211k) advised of changes in your status will result in unnecessary delay in your shore duty orders.

NUMBER OF PERSONNEL ON LATEST SHORE DUTY ELIGIBILITY LIST

Rating	NUMBER OF YEARS CONTINUOUS SEA DUTY SINCE LAST TOUR ASHORE													
	14 and Above		12 to 14		10 to 12		8 to 10		6 to 8		6 and Below		Grand Totals	
	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO
BM	3	1		1	1	7	2	21	1	41	84	721	91	792
QM	3		5	2	6	11	9	44	7	63	26	311	56	431
RD				1		1			4	24	22	373	26	399
SO	2		3			2	1	2	1	6	12	128	19	138
TM	1		2		1	6		22	3	13	6	49	13	90
GM	1		5	1	6	22	5	71	4	105	22	512	43	711
FC			2	1		1		2	5	11	16	80	23	95
FT	1		1	2	2	2	1	4		20	21	73	26	101
MN						1					4	1	1	6
ET			1						5	1	11	84	17	85
IM	2		1				1		2	1	1	5	7	6

THE BULLETIN BOARD

Rating	NUMBER OF YEARS CONTINUOUS SEA DUTY SINCE LAST TOUR ASHORE													
	14 and Above		12 to 14		10 to 12		8 to 10		6 to 8		6 and Below		Grand Totals	
	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO
OM				1	1		1	1		1	1	4	3	7
TE	1		1				1	1		4	5	134	8	139
RM			2	2	1	2		7	1	13	68	438	72	462
YN							1		3	4	38	89	42	93
PN										1		51	0	52
SK	1							1		7	24	156	25	164
DK											7	41	7	41
CS								4	1	9	74	287	75	300
SH				1		3				80	51	832	51	916
JO											1	6	1	6
PI									1	2	1	32	2	34
LI												6		6
DM												5		5
SN-SA								2		3		209		214
MM	13	1	62	4	54	31	33	65	18	121	40	627	220	849
EN	4		4		2	8	2	18	8	42	20	210	40	278
MR	2			1				2	1	2	2	43	5	48
BT	16	7	55	10	31	115	6	77	18	143	25	389	151	741
EM	6		4	2	3	5	1	11	5	20	8	177	16	215
IC	1		2		3		1	2		10	2	27	9	39
ME	2		1	2	1	7	2	13	2	40	12	252	20	314
FP	1		2		1	3	2	4	3	21	2	126	11	154
DC	2					1		3	1	5	19	46	22	55
PM											1	2	1	2
ML				1		1			3	2	3	8	6	12
FN-FA												65		65
SV												2		2
CE									1	1		4	1	5
CD										2	2	29	2	31
CM	2										14	21	16	21
BU									1	1	1	30	2	31
SW			3		1		3		2		6	18	15	18
UT									3		6	8	9	8
CN-CP												4		4
SD	1	7		5		9		18	2	73	32	119	35	231
TN						1		1		11		44		57
AD	3		4	1	4	4	14	6	20	9	443	359	488	379

NUMBER OF YEARS CONTINUOUS SEA DUTY SINCE LAST TOUR ASHORE														
Rating	14 and Above		12 to 14		10 to 12		8 to 10		6 to 8		6 and Below		Grand Totals	
	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO
AT											34	71	34	71
AL	1	1	3		8	3	20	14	23	10	86	151	141	179
AO	3		3	1	6	6	4	13	13	25	155	315	184	360
AC												7		7
AB								1		2	10	124	10	127
AE			1		2		2	1			18	80	23	81
AM			2		3		4	1		5	42	118	51	124
PR								1		2	3	45	3	48
AK										3	3	52	3	55
AF-PH									2	3	1	29	3	32
AN-AA										1		55		56
	91	55	208	79	178	294	159	477	209	1009	1501	8334	2335	10248
TOTAL.....													12,583	

List of New Motion Pictures Scheduled for Distribution to Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Exchange, Bldg. 311, U.S. Naval Base, Brooklyn 1, N. Y., is published for the convenience of ships and overseas bases. The title of each picture is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in May.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits of Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

Glory At Sea (1168): War Drama; Trevor Howard, Richard Attenborough.

Trouble Along the Way (1169): Comedy; John Wayne, Donna Reed.

Port Sinister (1170): Melodrama; James Warren, Lynn Roberts.

Niagara (1171) (T): Melodrama; Joseph Cotton, Marilyn Monroe.

Girls of Pleasure Island (1172) (T): Comedy Drama; Don Taylor, Leo Genn.

Kansas Pacific (1173): Railroad Pioneers; Sterling Hayden, Eve Miller.

The System (1174): Racketeer Drama; Frank Lovejoy, Joan Weldon.

Tonight We Sing (1175) (T): Musical Drama; Ezio Pinza, Roberta Peters.

Cry of the Hunted (1176): Drama; Vittorio Gassman, Barry Sullivan.

Code Two (1177): Melodrama; Ralph Meeker, Robert Horton.

The Magnetic Monster (1178): Drama; Richard Carlson, King Donovan.

Prince of Pirates (1179) (T): Melodrama; John Derek, Barbara Rush.

Woman They Almost Lynched (1180): Western Drama; John Lund, Audrey Totter.

Dream Wife (1181): Romantic Comedy; Cary Grant, Deborah Kerr.

Scandal at Scourie (1182): Melodrama; Greer Garson, Walter Pidgeon.

Titanic (1183): Drama; Clifton Webb, Barbara Stanwyck.

The Marksman (1184): Western; Wayne Morris, Elena Verdugo.

Jazz Singer (1185) (T): Drama-Musical; Danny Thomas, Peggy Lee.

Man On A Tightrope (1186): Sus-

pense Melodrama; Fredric March, Terry Moore.

Destination Gobi (1187) (T): Adventure Melodrama; Richard Widmark, Don Taylor.

Never Let Me Go (1188): Drama; Clark Gable, Gene Tierney.

Fort Vengeance (1189): Western; James Craig, Rita Moreno.

Lone Hand (1190) (T): Melodrama; Joel McCrea, Barbara Hale.

Perilous Journey (1191): Melodrama; Vera Ralston, Scott Brady.

Words and Music Feature Sperry's Library

The submarine tender *uss Sperry* (AS 12) boasts one of the finest floating libraries in the Pacific Fleet. It contains more than 3000 volumes, offering a wide variety of fiction and non-fiction.

But reading isn't the only form of leisure pastime offered by *Sperry's* library. Its record collection, valued at more than \$250, is put to good use every evening.

The books, phonograph and records, radio and lounging chairs in the library were purchased by the ship's recreation fund. Besides the books that the recreation fund purchases, the library also receives the usual monthly allotment of books from BuPers.

Report on Navy Housing Conditions in Great Lakes Area

Since the last ALL HANDS report on housing conditions at Great Lakes, Ill., (December 1950, p. 48) the picture has brightened considerably.

Listed then as "critical," housing conditions in the area of the Naval Training Center have been greatly alleviated through construction programs. Chief among the new projects is "Forrestal Village," a housing project completed early this year.

Personnel of the various Ninth Naval District activities at Great Lakes are assigned housing on a "first come, first serve" basis. The one exception to this policy is assignment to approximately 100 officers' public quarters. These are assigned and designated for occupancy on a job basis by SecNav.

Here are the Great Lakes accommodations available:

- Title VIII Housing—1000 units. These one- two- and three-bedroom houses and apartments are unfurnished, except for stove and refrigerator. Apartments are available to officers and to EMs of the top three pay grades. Twenty-four three-bedroom houses are reserved for LCDRs and above; 44 two-bedroom houses are reserved for LTs and above.

The gross rent for these units is about equal to the basic quarters allowance of the occupant. In some cases, however, it may exceed the allowance. Gross rent includes fixed charges for rent, water and sewage and garbage removal, plus an estimated charge for all other utilities except telephone.

- Defense Housing—200 units. These two-bedroom units are unfurnished except for stove and refrigerator. Presently they are reserved for

How's Your Housing?

ALL HANDS would like to run other summaries, similar to this one on the Great Lakes area, covering other areas where housing is or has been critical for Navy-men and their dependents.

It is felt that through such run-downs, officers and petty officers can be kept better informed on the housing conditions that await them at their new Stateside duty stations.

In the December 1950 issue, and subsequent issues from time to time, some of the most critical Navy housing areas were listed. Since then, legislation has encouraged builders to construct low-cost housing in some of these areas. Information concerning alleviation of poor housing conditions in such critical areas is especially invited.

EMs of all Great Lakes Naval activities in pay grades E1 through E4. Rental for these units is established in the Navy Rental Housing schedule, total rent varying from \$36 to \$50 monthly.

- Public Quarters—300 units. These one- and two-bedroom units are furnished and utilities are included. Assignments are currently limited to married personnel of pay grades E5, E6 and E7 attached to the Naval Training Center and subordinate commands. (Personnel in Public Quarters pay no rent, draw no BAQ.)

- Trailer park spaces—223 spaces. Spaces are provided with utility connections and community laundry and shower facilities. The original 62-lot trailer park (ALL HANDS, March 1950, pp. 10-12) has been joined by two additional parks. Lots are available to all ranks and rates. Rentals and utility charges vary from \$14 per month for enlisted personnel to \$17 for officers.

Applications for housing are accepted only after reporting to one of the Great Lakes local commands for duty. Advance information on availability may be obtained by writing: "Housing Office, Naval Training Center, Great Lakes, Ill."

Trailer lots and unfurnished hous-

ing in some types and sizes of units are currently available either upon reporting or within a few weeks. There is still a waiting list of several months for some units in the petty officer price range. Lieutenant commanders and above who desire to wait for the limited number of three-bedroom houses reserved for them, in preference to the more readily available apartments, can also expect a wait of several months.

Housing in the civilian communities surrounding Great Lakes still is not plentiful at rates that can be afforded by military personnel. However, the situation has largely improved in recent years. Limited motel and trailer camp accommodations are usually available for temporary occupancy pending location of more permanent housing.

With the completion in the near future of construction of an additional 1500 sale and rental units programmed under Title IX housing for the Great Lakes area, it is expected that the housing situation will improve even more.

Factory Training for Navymen In Fire Control Equipment

A short factory training course of instruction on newly developed aviation fire control equipment is offered to a limited number of qualified officer and enlisted personnel at U.S. Naval Ordnance Plant, Indianapolis, Indiana.

Unit commanders may submit requests via channels to the Commanding Officer, NOPI. An advance notice of two to three weeks is required by NOPI prior to assignment of trainees.

As now operated, students come aboard the activity for periods varying from one to four weeks of classroom instruction, the time depending upon the equipments for which instruction is requested. They receive training designed primarily to familiarize them with individual pieces of aviation fire control equipment and an opportunity to witness the design and production of electronic bombsights and associated equipment. By talking with engineers and production specialists, they may learn the theory as well as production and maintenance problems of equipment.



"Says he heard we gave first class tests..."

Former NavCads With 18 Months' Active Duty May Apply for USN

Former Naval Aviation Cadets who were less than 25 years of age when commissioned in the Naval Reserve (after 1 July 1951), and served 18 months or more on continuous active duty immediately following their appointment may submit applications for appointment in the line of the Regular Navy.

Only a limited number can be transferred to the Regular Navy. Eligible officers may submit but one application, according to BuPers Inst. 1120.14 of 17 Apr 1953. This instruction also outlines the procedure to be followed by the semi-annual selection boards and the documents required with each application.

Each applicant accepted for the Regular Navy will be issued a permanent commission in the grade of ensign in the line with the same date of rank he now holds. Officers serving in the temporary grade of lieutenant (junior grade) will be issued a temporary appointment as JGs with the same date of rank presently held in the Naval Reserve.

The original date of appointment as ensign (1325), USNR, will determine the date when an application may be submitted. If an appointment as ensign was accepted between 1 July 1951 and 31 Dec 1951, application may be submitted between 1 Apr 1953 and 30 Jun 1953; personnel appointed between 1 Jan 1952 and 30 Jun 1952 may submit applications between 1 Oct 1953 and 31 Dec 1953; personnel appointed ensign between 1 Jul 1952 and 31 Dec 1952, apply between 1 Apr 1954 and 30 Jun 1954; commissioned between 1 Jan 1953 and 30 Jun 1953, apply between 1 Oct 1954 and 31 Dec 1954.

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 7.

- (b) 800 patients. The actual count is 802 patients.
- (b) USS *Consolation* (AH 15).
- (a) 65 knots.
- (c) 10.
- (a) Before World War I. A fuel oil transfer at sea was first conducted in 1913 between USS *Arctus*, an early oiler, and USS *Warrington* (DD 30).
- (a) Slightly off the bow.

HOW DID IT START

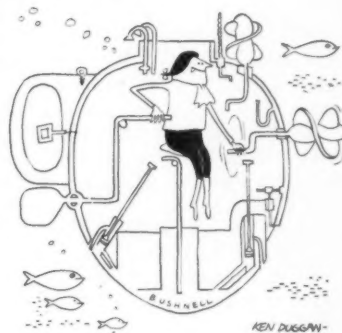
Ancient Submersibles

Although we think of early submarines in terms of David Bushnell's *Turtle* (1776) and Robert Fulton's *Nautilus* (1800), experiments with submersible craft actually date much farther back.

Ancient history records several attempts at underwater operations in warfare. The Athenians are said to have used divers to clear the entrance to the harbor of Syracuse during the siege of that city. Alexander the Great, in his operations against Tyre, is said to have ordered divers to impede or destroy any submarine defenses the city might undertake to build. But in none of these records is there a direct reference to the use of submersible apparatus. There is a legend, however, that Alexander the Great himself made a descent into the sea in a device which kept its occupants dry and admitted light.

In the Middle Ages, an Arab historian reports that a diver using submersible apparatus succeeded in gaining entrance into Ptolemais, a seaport of Northern Palestine, during the siege of that city in 1150 A.D. In 1538 a diving bell was built and tested at Toledo, Spain. Although it attracted the attention of the Emperor Charles V, the device was never further developed and passed quickly into oblivion.

Then in 1580 a record appears of a craft designed to be navigated underwater. In that year, William Bourne, a British naval officer, drafted a completely enclosed boat that could be submerged and rowed under



the water's surface. This craft consisted of a wooden framework covered with water-proofed leather. It was to be submerged by reducing its volume by contracting the side through the use of hand vises.

Although this particular boat was not built, a similar craft, sponsored by a man named Magnus Pegelius, was launched in 1605. But the designers made a serious oversight. They failed to consider the tenacity of underwater mud. As a result, the craft nosed itself into the bottom of a river during initial underwater trials and stayed there.

Then after more experiments during the 18th century, the submarine was finally included as a part of naval warfare during the American Revolution.

Enlisted Men and WOs Selected For Officer Training Program

Nearly 50 second class, first class and chief petty officers and warrant officers have been selected for training leading to a commission in the Regular Navy. Five of this group were selected for appointment to ensign (3100) in the Supply Corps and 43 for appointment to ensign (1100) in the line.

This is the first selection in the new naval officer procurement program open to all qualified enlisted and warrant officer personnel of the Regular Navy who have at least 3½ years of continuous service.

Educational requirements call for a minimum of two years' college credit (or the USAFI equivalent as shown by the 2CX test). A sincere motivation for a naval career is also required. Male applicants are considered for unrestricted line, Civil

Engineer Corps and Supply Corps. Their age limitations are 19 and 31½ at the time of application.

Women's age limitations are 21 and 28½ at the time of application. Women can be considered for commissions in the line and Supply Corps.

The selected male line or Supply Corps applicants report to the U.S. Naval Schools Command, Newport, R. I., for 16 weeks of instruction. Selected women applicants report to the Reserve Officer Candidate School, Bainbridge, Md., for seven weeks' instruction.

Announcement of the recent selection was made in BuPers Notice 1120 (2 Apr 1953). Full details on the new officer candidate program are contained in BuPers Inst. 1120 (18 Sept 1952) and in ALL HANDS, December 1952, pp. 52-53.

Deadline for the next selection is 1 Oct 1953.

DD Keeps Hopping As Los Angeles 'City Limits'

"Los Angeles City Limits" is a sign crewmen of *uss Lyman K. Swenson* (DD 729) feel could well be mounted on the fantail of their ship, but *Swenson's* "L. A." is not the sprawling metropolis—it's the ship with the same name. Time and again during her past two duty tours in the Far East, *Swenson* has served as escort for the cruiser *Los Angeles* (CA 135).

The two ships first joined the company in the fall of 1951. *Swenson* was operating in the Korean theater for the second "go-round" and *Los Angeles* for her first. Later that winter the "small boy"—as the larger combatant ships call the DDs—escorted the big-gunned cruiser during a series of shore bombardments. They took in Chongjin, Songjin, Chaho, Hungnam and Wonsan.

It was at Hungnam that *Swenson* took on and later silenced a four-gun shore battery that fired on *Los Angeles* while the big ship was engaged in bombarding another sector of the beach. The pair also

joined in a search and rescue mission for a downed bomber during this assignment.

In late 1952 *Swenson* again paired off with *Los Angeles* and led the way into the Japan Sea for another caper. Two months later the two shelled enemy gun positions at Kosong.

Last spring the "L. A." and *Swenson* once again paired off, the DD steaming in her screening position as the CA readied her eight-inch rifles for working over enemy positions.

A highlight of the DD's first Korean tour was the bombardment of Inchon. During the close-in shelling of Wolmi-Do, *Swenson* lost one of her crew, killed by enemy batteries. Ironically, this was LTJG David H. Swenson, a nephew of the ship's namesake, *uss Swenson* honors the name of Captain Lyman K. Swenson, USN, commanding officer of *uss Juneau* who lost his life when his ship was sunk in the naval Battle of Guadalcanal (Third Savo) in November 1942.

NROTC Ensigns Selected for Retention in Regular Navy

The selection of 84 ensigns for retention as permanent officers in the Regular Navy has been announced by BuPers.

The men named in BuPers Notice 1611 of 23 Apr 1953 are former regular and contract NROTC students who upon graduation from school accepted commissions as ensign, USN, in the calendar year 1950.

Selections for retention are made annually by boards convened during the second quarter of each calendar year. Officers who accepted appointments as ensign in the Regular Navy under provisions of Public Law 729, as amended (79th Congress), known as the "Holloway Plan," must apply for retention as permanent USN officers by the dates prescribed in the Law.

Officers who do not apply for retention have their commissions terminated not later than the third anniversary of acceptance of their original USN commission.

The instructions and procedure

governing this program are outlined in BuPers Inst. 1611.1.

For details on the opportunities for a commission through the NROTC program as well as on how enlisted personnel on active duty may qualify, see ALL HANDS, May 1953, p. 20.

G. I. Loans Now Guaranteed Carry Higher Interest Rate

The interest rate on G.I. loans guaranteed by the Veterans Administration has been increased from four to four-and-one-half per cent.

The higher interest rate applies to loans made after 5 May 1953. All loans made prior to that date will be continued at the four per cent rate under which they were negotiated.

Here's a sample of how the increase in interest applies: on a \$9000 loan with a 20-year maturity, the mortgage payment amounts to \$2.43 more per month than the veteran would have had to pay under the previous four per cent rate.

The increased rate applies to G.I. farm and business loans as well as home loans.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps Commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 11 — Contains statement by SecNav in support of the Navy Relief Society's annual drive for contributions.

No. 12 — Gives convening dates for selection boards which will recommend active duty officers for temporary promotion to lieutenant.

No. 13 — Suspends Alnav 9-53 which related to payments made under the Foreign Claims Act.

No. 14 — Halts the issue of certain medical tablets.

No. 15 — Notifies Marine Corps units to take no action on SecNav Notice 1060 until further notice.

BuPers Instructions

No. 1001.12 — States that Naval Reservists on active duty who, by reason of their age, will be unable to retire under the Reserve retirement provisions, may be released from active duty.

No. 1030.11 — Directs that certain former naval personnel now separated from the service must pay back part of the reenlistment bonus they received for an enlistment not completed.

No. 1085.22 — Concerns fingerprinting naval personnel for the Armed Forces police record check.

No. 1085.23 — Amplifies instructions to officers responsible for filling out Officer Fitness Reports (NavPers 310), giving details on the meaning and background of each entry to be made by the reporting senior and the junior reported on.

No. 1085.24 — States that a new form, the "Annual Qualifications Questionnaire" (NavPers 549) will replace the "Record of Duties Per-

formed" (NavPers 3031) for keeping an officer's experience up-to-date.

No. 1140.1 — Informs the naval service of information concerning persons on active duty which should be furnished the Selective Service System.

No. 1220.10 — States that enlisted aviation pilots authorized to carry out operational or training flights in Navy aircraft must have orders to that effect, and states that such status can be lost because of broken service enlistment.

No. 1306.10A — Summarizes information concerning duty assignment rotation for enlisted women.

No. 1320.3 — States that certain orders for active duty or for release from active duty for Naval Reserve officers are not being forwarded, as required, to BuPers, and informs commanding officers what reports are required.

No. 1526.6 — Pertains to the rate of courts martial for absenteeism, and advises what can be done to lower the rate.

No. 1530.25 — Informs enlisted men, USNR and USMCR, who report for active duty after the Navy-wide preliminary exam for the Naval Academy (who had previously submitted their application for consideration) how they may still be considered.

No. 1760.4 — Directs commanding officers to make available to their personnel information on the Soldier's and Sailor's Civil Relief Act of 1940.

BuPers Notices

No. 1520 (8 May 1953) — Makes certain changes in BuPers Instruction 1520.15 (Change One) which concerns applications for postgraduate instruction.

No. 1433 (11 May 1953) — Confirms as permanent the temporary ad-

vancements in rating of enlisted personnel on active duty with the Regular Navy in pay grades E-5 and E-6 whose effective date of advancement fell in the period from 1 Jan 1952 to 31 Dec 1952, inclusive.

No. 1440 (15 May 1953) — Authorizes commanding officers to take action toward combining Photographer's Mate (PH) and Aviation Photographer's Mate (AF) ratings, and other action relating to Emergency Service Ratings.

No. 5215 (19 May 1953) — Cancels a number of obsolete BuPers Circular Letters.

No. 1085 (20 May 1953) — Warns naval personnel that there is a penalty for allowing unauthorized persons to use the Armed Forces Identification ("I.D.") Card.

No. 1130 (27 May 1953) — Contains the list of Naval Reservists on active duty who are authorized to enlist in the Regular Navy in pay grades E-6 and E-7 as the result of service-wide competitive examinations.

No. 1426 (28 May 1953) — Lists the temporary officers and enlisted men recommended for appointment to the permanent grade of ensign, USN, for Limited Duty Only, selected by the 1953 LDO board.

'Prep' Courses for Officers Offered by Naval War College

Preliminary and early training for command responsibilities is being offered by four correspondence courses at the Naval War College, Newport, R. I.

These four courses serve as a "prep school" for officers — USN or USNR — who may later attend resident courses at the Naval War College or some other advanced command and staff school.

The following courses are offered: Logistics, Strategy and Tactics, International Law, and Advanced International Law.

The scope of these courses and how to get them are described in *Naval War College Catalog of Correspondence Courses* available at all ships and stations. Additional copies are available at the Department of Correspondence Courses, Naval War College, Newport, R. I. These courses are also described in the *Catalog of Officer Correspondence Courses* (NavPers 10800), available at district publications and printing offices.



"No, thanks, ma'am — just looking."

HERE'S YOUR NAVY

Navy ships, like women, like to put on an extra bit of finery now and then. With a U.S. Naval vessel this is called *dress ship* or *full dress ship*. A "dressed ship" displays her largest national ensign at the flagstaff and another large size ensign from each masthead. A



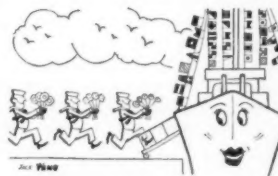
"full dressed ship" takes up where the dressed ship leaves off. It displays a rainbow of signal flags and pennants bent on a "dressing line" which runs from the foot of the jackstaff to the mastheads and down again to the foot of the flagstaff.

Occasions on which to dress or full dress a ship are national holidays, especially Washington's Birthday and the Fourth of July. Ships also don their flags on other special occasions, as



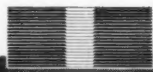
directed by the Secretary of the Navy. Then too, they may dress or full dress when in foreign ports or in company with foreign ships during foreign national holidays or other solemnities.

Preparations for full dressing usually begin the previous evening when the operations gang secures the flags to the dressing lines. Such forehandedness enables a ship and others with her to put her display aloft promptly at 0800 on



the next morning. Ships keep their displays flying until sunset, when they haul them down together on signal. Only ships which are not underway dress or full dress; ships underway don't do it.

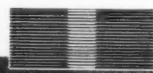
DECORATIONS & CITATIONS



NAVY CROSS

"For extraordinary heroism in action against the enemy . . ."

★ **WHEAR, Roger G., Jr.**, HN, USN, serving as a corpsman with a Marine Infantry Company on 20 Aug 1952. Although seriously wounded in the chest and arms and suffering from a broken leg when a mine exploded, while participating in a reconnaissance patrol with two Marines, Whear crawled across the mined area in an attempt to aid his stricken comrades. Unable to save the patrol leader, he inched his way to the side of the other Marine, bandaged his wounds and halted arterial bleeding, thereby preventing shock to the casualty which otherwise might have proved fatal. Continuing medical aid to the stricken man until the rescue party arrived, Whear was directly instrumental in saving the life of the wounded Marine.

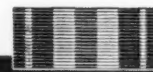


DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

Gold star in lieu of second award:

★ **OFSTIE, Ralph A.**, VADM (then rear admiral), USN, Chief of Staff to Commander Naval Forces, Far East, from 6 May 1951 to 12 May 1952. Admiral Ofstie assumed greatly increased responsibilities upon the appointment of Commander Naval Forces, Far East, as senior delegate to the U.N. Commission for the Military Armistice Negotiations. He made vital decisions in connection with the varied and complex problems presented during the absence from headquarters of ComNavFE for protracted periods, and was greatly responsible for the continued effective operations carried out against the enemy.



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ **DOERR, Charles W.**, HN, USN, (post-

humously), serving in a Marine infantry company on 6 Oct 1952.

★ **FANT, Patrick M.**, LTJG, USNR, serving in Attack Squadron 702 on 18 May 1951.

★ **HOESCHEN, Kenneth G.**, HN, USN (posthumously), serving as a corpsman with a Marine Infantry Company on 8 Aug 1952.

★ **LEWIS, Price, Jr.**, LT, USNR, CO of USS LSMR 525 on 17 July 1951.

★ **McCUBBIN, Orville W.**, BM1, USN, serving as a boatswain's mate in USS Kite (AMS 22) on 9 Nov 1951.

★ **MURPHY, Francis P.**, HM3, USN (posthumously), serving in a Marine infantry company on the night of 4-5 Sept. 1952.

★ **RAMBY, Vivian D.**, HN, USN, serving as corpsman with a Marine Infantry Company on 28 Oct 1951.

★ **SYNIEWSKI, Stanley L.**, HN, USN (posthumously), attached to a Marine rifle company on 13 Aug 1952.

★ **THOMAS, Gordon W.**, HN, USN (posthumously), serving as a corpsman attached to a Marine Infantry Company on 8 Aug 1952.

Gold star in lieu of second award:

★ **STEWART, James M.**, LCDR, USNR, CO of USS LSMR 409 on 17 July 1951.

LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States . . ."

★ **BEEBE, Marshall U.**, CDR, USN, Commander Carrier Air Group Five from 22 Aug 1951 to 12 Jan 1952. Combat "V" authorized.

★ **BROWN, Sam J.**, LCDR, USN, CO of USS Grasp (ARS 24) from 11 February to 15 Oct 1951. Combat "V" authorized.

★ **BYRNE, Edward G.**, LTJG, MC, USNR, regimental surgeon of a Marine Infantry Regiment from 23 November to 4 Dec 1950. Combat "V" authorized.

★ **CLAUDIUS, Herbert G.**, CDR, USN, CO of USS Floyd B. Parks (DD 884) from 19 March to 16 May 1951. Combat "V" authorized.

★ **CLEAVER, Thomas L.**, LCDR, USN, Commander Mine Division 32 from February 1951 to February 1952. Combat "V" authorized.

★ **DWIRE, Oliver S.**, CDR, USN, serving in USS Helena (CA 75) from 24 April to 21 Nov 1951. Combat "V" authorized.

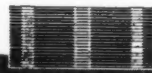
★ **DYER, Walter L.**, CAPT, USN, CO of USS Helena (CA 75) and Task Element

Commander from 8 June to 28 Nov 1952. Combat "V" authorized.

★ **GANTAR, Mark M.**, CDR, USN, serving in USS Toledo (CA 133) from 18 April to 14 Nov 1951. Combat "V" authorized.

★ **GAY, Jessie B., Jr.**, CDR, USN, CO of USS Stickell (DD 888) on 14 June 1951. Combat "V" authorized.

★ **GRANSTROM, Donald M.**, CDR, USN, CO of USS Orleck (DD 886) from 19 March to 16 May 1951. Combat "V" authorized.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ **SHREWSBURY, Richard M.**, LTJG, USN, serving in Carrier Air Group 102 on 18 July 1951.

★ **SINGLETON, Gerald E.**, ADC., USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ **SINARD, Marvin L.**, ATC, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ **SMITH, John H.**, AL2, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ **STOBIE, Edwin F.**, LT (then LTJG), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ **STONE, Troy E.**, LTJG, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ **SULLIVAN, Richard J.**, LT (then LTJG), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ **SWISHER, Forrest D.**, ENS, USNR, (posthumously), serving in Fighter Squadron 191 on 14 June 1952.

★ **THOMPSON, William F.**, Lt (then LTJG), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ **TREICHLER, Leonard J.**, ENS, USNR, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ **VINSON, Harry J.**, AT2, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ **WALDMAN, Albert C., Jr.**, LCDR (then LT), USN, attached to Carrier Air Group 102 on 13 July 1951.

★ **WEBER, John C.**, LT, USNR, serving in Fighter Squadron 783 on 27 Sept 1951.

★ **WESTERVELT, Howard W., Jr.**, LTJG, USN, (posthumously), serving in Fighter Squadron 192 on 10 Sept 1952.

★ **WHITE, Jackson, LT**, USN, serving in Carrier Air Group 102 on 29 Sept 1951.

NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy..."

- ★ ASK, Clifford W., AE2, USN, serving *uss Princeton* (CVA 37) from 30 April Japan, on 11 Aug 1952.
- ★ COTHERN, Billie A., AN, USN, serving as a member of the Aircraft Crash Crew at the U.S. Naval Air Station, Kodiak, Alaska, on 10 Sept 1952.
- ★ PARKER, Theodore B., Sr., HN, USNR, serving with a Marine Air Support Section in Korea on 11 Jan 1952.

BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations..."

- ★ AUSTIN, Frank H., Jr., LT (then LTJG), MC, USN, serving with Marine Fighter Squadron 212 from 27 March to 10 Dec 1951. Combat "V" authorized.
- ★ BLOCK, George L., CDR, USN, serving in *uss New Jersey* (BB 62) from 16 May to 14 Nov 1951. Combat "V" authorized.
- ★ BOWMAN, Nelson, D., GM1, USN, serving in *uss James C. Owens* (DD 776) on 5 May 1952. Combat "V" authorized.
- ★ BROWN, Franklin E., GM1, USN, serving in *uss New Jersey* (BB 62) from May to Nov 1951. Combat "V" authorized.
- ★ CONROY, Thomas L., CDR, USN, serving in *uss Bon Homme Richard* (CV 31) from 29 May to 21 Nov 1951. Combat "V" authorized.
- ★ DALLENDORFER, Andrew J., LCDR, USN, serving in *uss Saint Paul* (CA 73) on 21 Apr 1952. Combat V authorized.
- ★ DARROCH, James W., CDR, USN, serving in *uss New Jersey* (BB 62) from May to Nov 1951. Combat "V" authorized.
- ★ FULCHER, Norman L., ME3, USN, serving in *uss Walke* (DD 723) on the morning of 12 June 1951. Combat V authorized.
- ★ FLYNN, Edward P. Jr., LCDR (then LT), USN, CO of *uss Incredible* (AM 249) from 15 Aug 1950 to 11 July 1951. Combat "V" authorized.
- ★ GARY, Stanley P., LT (then LTJG), USN, CO of *uss Mocking Bird* (AMS 27) from 24 June 1950 to 30 May 1951. Combat "V" authorized.
- ★ GORMAN, Jerry L., HM3, USN, attached to the First Marine Division on 29 Nov 1950. Combat V authorized.
- ★ HOLLY, David C., LCDR (then LT), USN, chief staff officer and intelligence officer on the staff of Commander, Republic of Korea Naval Forces; chief

staff officer to Commander Fleet Activities, Pusan; and senior U.S. naval adviser to the Republic of Korea Naval Academy, Chinhae, from 10 July 1950 to 7 Aug 1951.

- ★ JENRETTE, Boyd D., BT1, USN, serving in *uss William Seiverling* (DE 441) on 8 Sept 1951. Combat "V" authorized.
- ★ JOHNSON, Richard B., GM1, USNR, serving in *uss New Jersey* (BB 62) from May to Nov 1951. Combat "V" authorized.
- ★ JONES, Walter J., HN, USNR, attached to a Marine infantry company on 10 June 1951. Combat "V" authorized.
- ★ KELLY, John D., GM1, USN, attached to Underwater Demolition Team Three from 30 June to 8 July 1951. Combat "V" authorized.
- ★ KINT, John R., LTJG, USN, serving in *uss Toledo* (CA 133) from 18 April to 14 Nov 1951. Combat "V" authorized.
- ★ KRILICH, John L., FN, USN, serving in *uss Walke* (DD 723) on the morning of 12 June 1951. Combat V authorized.
- ★ LAUGHLIN, Leonard R., LT, USN, serving in *uss New Jersey* (BB 62) from 16 May to 14 Nov 1951. Combat "V" authorized.
- ★ LAZIO, Louis, DC1, USN, serving in *uss William Seiverling* (DE 441) on 8 Sept 1951. Combat "V" authorized.
- ★ LEEMAN, Robert W., CDR, USN, serving in *uss Bon Homme Richard* (CV 31) from 29 May to 21 Nov 1951. Combat "V" authorized.
- ★ MAGNELL, Alfred T., CAPT, SC, USN, on the staff of Commander Naval Forces, Far East, from 17 Aug 1950 to 1 Dec 1951.
- ★ McEVOY, William P., FN, USN, serving in *uss Walke* (DD 723) on the morning of 12 June 1951. Combat V authorized.
- ★ McMAHON, James P., LT (then LTJG), USN, CO of *uss Chatterer* (AMS 40) from 25 June 1950 to 31 May 1951. Combat "V" authorized.
- ★ RAPOPORT, Gerald A., HM3, USNR, attached to the First Marine Division on 29 Nov 1950. Combat V authorized.
- ★ SHRIVER, Joy N., BM1, USN, attached to Underwater Demolition Team Three from 30 June to 8 July 1951. Combat "V" authorized.
- ★ SMITH, Charles H., CAPT, USN, Task Group Commander of Naval Forces deployed along the East Coast of Korea from 15 to 28 Oct 1951. Combat "V" authorized.
- ★ SMITH, Charles W., Jr., CDR, USN, serving in *uss Bon Homme Richard* (CV 31) from 29 May to 21 Nov 1951. Combat "V" authorized.
- ★ SMITH, Richard T., YNC, USNR, attached to the staff of Commander Naval Forces, Far East, from 22 Sept 1950 to Dec 1951.
- ★ STROGIS, Ignatz J., Jr., HN, USN, (posthumously), attached to a Marine rifle company on 5 July 1952. Combat "V" authorized.

★ THOMAS, Donald I., CAPT (then commander), USN, executive officer of *uss Helena* (CA 75) from 26 July to 25 Oct 1950. Combat "V" authorized.

★ THWEATT, Harry E., HMC, USN, attached to the First Marine Division from 27 Nov to 12 Dec 1950. Combat "V" authorized.

Gold star in lieu of second award:

- ★ BUNCE, Peris G., CDR, USN, on staff of Commander Carrier Division Three from 26 March to 28 Nov 1951. Combat "V" authorized.
- ★ CHANDLER, Daniel F., LT, USN, attached to Underwater Demolition Team Three from 30 June to 8 July 1951. Combat "V" authorized.
- ★ COLEMAN, James P., CDR, USN, CO of *uss Purdy* (DD 734) and Commander Songjin Bombardment and Patrol Element Forces from 6 Nov to 12 Dec 1951. Combat "V" authorized.
- ★ DE LA CALZADA, Lucio, TN, USN, attached to Underwater Demolition Team Three from 30 June to 8 July 1951. Combat "V" authorized.
- ★ DEWEY, Irving D., CDR, USN, CO of *uss Marshall* (DD 676) and Commander Task Element 95.28 from 27 Nov to 27 Dec 1951. Combat "V" authorized.
- ★ HERENDEEN, William R., HM3, USN, attached to the First Marine Division on 29 Nov 1950. Combat "V" authorized.
- ★ JOHNSTON, Means, Jr., CDR, USN, CO of *uss Beatty* (DD 756) from 6 to 9 Nov and from 4 to 11 Dec 1951. Combat "V" authorized.
- ★ PRINCE, Howard R., CAPT, USN, on the staff of Commander Naval Forces, Far East, from 22 July 1950 to 8 Nov 1951.
- ★ STOW, Walter K., Jr., CDR, USN, serving in *uss Manchester* (CL 83) from 10 Sept 1950 to 1 May 1951. Combat V authorized.
- ★ TOWNSEND, Herbert N., LTJG, USN, attached to Underwater Demolition Team Three from 30 June to 8 July 1951. Combat "V" authorized.
- ★ WATTS, Donald L., Jr., LCDR, USNR, CO of Fighter Squadron 874 from 31 May to 28 Nov 1951. Combat "V" authorized.
- ★ WEAKS, Marvin D., HN, USN, attached to the First Marine Division on 28 Nov 1950. Combat "V" authorized.
- ★ WILEY, Herbert W., LCDR, USNR, CO of Attack Squadron 923 from 31 May to 25 Nov 1951. Combat "V" authorized.
- ★ WOLTER, Richard S., HM3, USN, serving in a Marine Infantry Company on 12 and 19 Feb 1952. Combat V authorized.

Gold star in lieu of fourth award:

- ★ BAUGHAN, Robert L., Jr., CDR, USN, CO of *uss Porterfield* (DD 682) from Aug 1951 to Jan. 1952. Combat "V" authorized.

BOOKS:

FICTION, FACT, BIOGRAPHY
ARE ON JULY READING LIST

LOTS of good books have been chosen by the BuPers library staff and are now finding their way to Navy libraries ashore and afloat. Here are reviews of some of the latest volumes:

• **North From Malaya**, by William O. Douglas; Doubleday and Company.

William O. Douglas, Associate Justice of the U.S. Supreme Court, has written another report on his travels. This one, dealing with Asia, is divided into five sections titled Malayan Jungle Guerrillas; the Huks of the Philippines; Vietnam — A Nation in Disintegration; Burma and the Counterrevolution; and Formosa, Korea and the Fifth Front.

Mr. Justice Douglas talked with government officials and the man in the street at these Asiatic centers. He lived with the people, observed their living conditions, their struggles, their problems. He shared experiences with United Nations forces in Korea.

In reporting what he has learned,

Douglas has tried to present as many "angles," as many different points of view, as possible. He has tried to see all sides to the many and complex issues, and to understand the Asian ideas and ideals, the mental attitudes of these people.

He has come back to the States convinced that Asia — given the right kind of western support — will not go communistic in the long run. He cites the example of Burma; he points out the strides made in the Philippines, the current trend in India.

This is a worthwhile book in many ways. It will give the sailor an idea of what is behind many of the political and military maneuvers made in the world today. It will provide a better understanding of the situation in Asia and will offer food for thought on possible solutions to the existing problems.

The author writes in a lucid style, flavoring his information with interesting anecdotes, giving keen insight into the matter at hand.

★ ★ ★

• **Rogue's Yarn**, by John Jennings; Little, Brown and Company.

This is the story of a boy from a farm who winds up as a member of the Marine contingent on board the old USS *Constellation* under Truxton.

Christopher Carey, barely 18, was forced to leave his home on Maryland's eastern shore for beating up a farmhand. Then he becomes involved in a tavern brawl and is forced to flee once more — this time on board the *Friend's Adventure*, skippered by brawny Jasper Moore.

Unhappy, bitter, penniless, Kit goes ashore at Norfolk. He joins the U.S. Marines and is assigned to *Constellation*. It doesn't take Kit long to realize he's going to have rough going, and he will have to curb the temper that has plagued him. Adventure follows adventure and Kit moves up the promotional ladder, eventually winning a commission.

It would take too long here to outline the plots and counterplots. Suffice it to say there is action, intrigue, adventure a-plenty ashore and afloat. Sailors who like a bit of naval history tied in with their sea yarns will find this book of particular interest.

• **Jolly Roger—The Story of the Great Age of Piracy**, by Patrick Pringle; W. W. Norton and Company.

This is not a blood-and-thunder yarn of pirate adventures in the romantic vein, nor an exposé of those men known as the "abominable brutes." Instead, Mr. Pringle has attempted to chronicle the age of piracy, debunking some of the misconceptions concerning this "profession," and generally setting the records straight by means of thoughtful interpretation of the information available.

The author, wisely, has not attempted to "tell all" about piracy in one short volume. He has, however, gone into considerable detail concerning the pirates of the "golden age" which began "with the reign of Queen Elizabeth I and ended in the second decade of the eighteenth century."

In this book, you'll read about John Ward, a Jacobean pirate, Henry Morgan, Captain Kidd and many, many others. You'll learn about the punishments at sea and — if you've never before related them to shore-side punishments in those days — you'll be surprised to learn that punishment afloat was often more merciful than that administered ashore.

All in all, it's well worth looking into by any salty sailor of today's Navy. And there are lots of illustrations.

★ ★ ★

• **The Dark Angel**, by Mika Waltari; C. P. Putnam's Sons.

Here's another "costume piece" by the Finnish author of *The Egyptian*, *The Wanderer* and other novels.

The setting is laid during the siege and capture of Constantinople by Sultan Mohammed II: 1452-1453.

Narrator and central character of the yarn is John Angelos who is something of a man of mystery — both as to his ancestry and his present occupation. Formerly a close friend of the sultan, he is believed to be a spy by many. The fact that John is in love with the daughter of an archduke who happens to be an enemy of the emperor does not make his position easier.

Waltari, always at home with a melodramatic historical novel, has done well here. There is the usual excitement and intrigue done in panorama style with a firm basis in history.

SONGS OF THE SEA

The Life Boat's Crew

Oh, the life boat's crew are we;
And we sail the deep blue sea,
Yes, we're members of the life boat's crew.
And we're ready one and all,
When we hear the boat's call:
For we're members of the life boat's crew.
Yes, we're ready every man,
To save you if we can,
For we're members of the life boat's crew.
—Old Sea Chanty



Ac
in
Op
B

How a
port for
From a

It ba
through
Targ
She can
a Navy
insure
the con
person
Seven
torped
back in
ing tra
close to
Whe
ships,
ordered
to settl
Now
gether.
of the

JULY

Adrift in an Open Boat



LTJG Ross P. Whitmarsh, USN

AN ODYSSEY OF WORLD WAR I

How a Navy lieutenant and his ragged band of survivors from a torpedoed transport found themselves in the teeth of a raging gale—and lived to tell this tale. From a History of the Naval Transport Service by VADM Albert Gleaves, USN.

It had been only that morning when the cry had rung through the ship: "Torpedo! On the port quarter!"

Target of the torpedo was the British transport Dwinsk. She carried on board a couple of U. S. naval officers, plus a Navy signalman and a radioman whose job it was to insure smooth communications with the other ships of the convoy, most of which were manned by United States personnel.

Several men standing topside caught a glimpse of the torpedo as it "porpoised," flashing out of the water then back in again, continuing its plunge toward the lumbering transport. Fired at close range, the torpedo was too close to dodge.

When it hit, there was a terrific explosion aft of amidships, back by the after hold. The captain immediately ordered all engines stopped. Then, as the transport began to settle, he gave the order, "Abandon Ship."

Now the survivors were in the water, seven boats altogether. They clustered about, a few hundred yards astern of the doomed Dwinsk. In one of them was a young Navy

lieutenant, Lieutenant (junior grade) Ross P. Whitmarsh, USN.

The German U-boat after steaming off a thousand yards, opened fire on the helpless ship. Most of the shots were effective—one landed in the powder magazine, another among the smoke boxes provided for making smoke screen. After the 18th shot, the ship listed heavily to port and sank, stern first, her bow pointing skyward.

It was 11:15 the morning of Tuesday, 18 June 1918. The date signified the beginning of a lonely odyssey for the men of Boat No. 6.

How they lived through it and survived to tell the tale, is here recounted by Lieutenant Whitmarsh in the words of his official report to the Navy Department, reprinted as they appeared in A History of the Naval Transport Service by Vice Admiral Albert Gleaves, USN.

Reprinted from A History of the Naval Transport Service by Vice Admiral Albert Gleaves, USN, published in 1921 by Doubleday & Co., Inc., New York, N. Y. Now in the public domain.

Adrift in an Open Boat

WE discovered first of all that our boat was leaking badly and the sail, which was a lug rig, was rotten and full of holes. There was no tinned meat in the boat, nothing but 24 gallons of stale water and some moldy sea biscuit.

Our boat, No. 6, was sailing in the general direction of the rest of the boats, but losing distance steadily on account of the rotten sail.

Shortly after noon smoke was reported on the horizon to the Eastward. In a short time a ship appeared and developed into a four-stacker of the *Von Steuben* type. [It was actually *Von Steuben*; see box — Ed.] She was making full speed toward our boats, and our wishes for an early rescue seemed about to be realized. But she suddenly stopped, avoiding a torpedo fired from the invisible submarine which must have been using our boats as a decoy.

The ship opened fire on the submarine's periscope and fired five shots, the projectiles ricocheting over our heads. The ship then got underway quickly and soon disappeared.

The German submarine came to the surface again more than a mile astern, and approached our boat. She came alongside on our port hand and the captain, who was burdened with iron crosses, asked us through his white-clad lieutenant what the name of the four-stacker was, and whether or not she was an auxiliary cruiser. I told him I didn't know.

The presence of the submarine at such range gave us and opportunity to study her characteristics. She was a dull slate gray in color and showed marks of continuous running on the surface. The paint was worn off at the water line where the hull was rusty. There was no lettering or distinctive markings on her. She was about 275 feet long and had a beam of approximately 30 feet. Her armament consisted of two six-inch guns and four machine guns. The six-inch guns were situated midway between the conning tower and the forward and after ends respectively. The machine guns were grouped about the conning tower, two forward and two aft.

The submarine was of the double hull type, with about five feet of freeboard. The tonnage was perhaps 2,500.

SUBMARINE'S DECOYS — *Von Steuben*, attacked by German U-boat, reported *Dwinsk's* boats as decoys.

The conning tower was directly amidships. If anything, the bow was a trifle higher than the stern.

A life boat was carried, lashed to the deck, aft of the after gun. Still further aft on the submarine was an apparatus which I believe was used for mine sweeping or mine laying. Since it was housed it could not be made out accurately. At one time I counted 37 men, including officers. The lieutenant who acted as interpreter spoke broken English and understood only with difficulty. The guns were kept trained on us while we were near the boat but they left us unmolested, not even inquiring as to our plans or provisions.

It was at this time that our boat started to pass Boat No. 3 in a favorable breeze. Cadet Morrison shouted from Boat No. 3 that we ought to stay together. Our sail soon developed greater rends which allowed Morrison's boat to forge ahead toward the leading boats, however, leaving us behind. It was a matter of indifference to us, except that a single sail might appear to a possible rescue ship more suspicious than a group of them.

We sailed all that night. The wind was ENE. Early next morning a heavy rain fell. The French sailor, Mouellec, had oilskins, and three others had safety suits but the rest of the crew were thoroughly drenched. Two men particularly, who were in pajamas, were mercilessly exposed, even after those who were more plentifully supplied had shared their clothing.

We sighted a two-stacked steamer at dawn, close on our starboard hand. Showed a signal of distress, a red flare, but the steamer didn't reply to our signal. Five more times in the next four days we were passed by ships which we were almost certain would pick us up, but the period of jubilation invariably turned to one of despair when the ships headed away and left us. We found out later the *Von Steuben* had sent out a report saying that our boats were being used as a decoy by the German submarine, and this probably accounted for the failure of these ships to rescue us.

There was a heavy rain all day Wednesday, June 19th. At evening the rain lessened. Our boat was now alone, keeping on the same course.

On Thursday nothing happened until evening when we sighted a steamer on our port hand, zigzagging. We showed several red flares but without result. At almost the same time we sighted a large bark, steering westward at such an unusual rate of speed that it was thought she might have used as a supply ship for submarines. She showed no signs of having seen us.

On Friday we continued to sail on course WNW with a favorable breeze. Another steamer sighted failed to pick us up and we sailed through the night.

Watches were stood by every member in the boat. Three men were lookouts and stood two-hour watches. Currie (Cadet), Pritchard (First Officer), and I, took three-hour tricks at the helm in turn, while the remainder constituted the bailing detail, two men bailing for a period of a half hour.

As time went on signs of weakness began to appear; some men were compelled to stop work although they were still willing. The Maltese lad (assistant cook) named Sammut, had been torpedoed once before, when, in abandoning ship, he had been struck by the life boat swinging into the side of the ship. The injuries he had sustained to his hip had never completely healed.

Chief Baker Walker was given an additional allow-



RIDING THE CRESTS, the men in Boat No. 6 had their seamanship and endurance tested for 10 days before rescue.

ance of water on account of the nature of his previous duties. The ration was a pilot biscuit a day and a half pint of water. Walker's mind, however, began to wander and he began to talk thickly of the coffee he was making and the pies he would be able to serve at five o'clock.

Spooner (fireman) went temporarily insane and in all my life I have never heard such an original and easy flow of profanity.

Early Saturday morning we sighted ship's Boat No. 3 and went alongside. The crew had apparently been picked up. Mouellec (French seaman) entered the empty boat and did the greater amount of work in salvaging a new sail, a boat compass, a pair of shoes, can of biscuits and quantities of line, blocks and rigging.

From this time the Frenchman was perfectly happy and busy, rigging an old shirt to a pole and running it up to the masthead for a distress signal, making capes from the old sail, making spray shields, splicing and working on the rigging. He never seemed to worry and was always ready with a smile and cheery word. His activity was unusual, considering that he was 45 years of age. Since I was the only one who understood French, he used to talk to me for hours about his past life and the weather.

By Saturday noon the wind from the east increased to a moderate gale. It was at this time that Pritchard, the First Officer, while having the sail reefed, allowed the boat to get into the trough. When I told him how to straighten out, he became angry and said he had forgotten more about sailing than I had ever known. A perfect accord could not be expected and certainly not enforced with the hatchet, our only weapon, so I allowed the matter to drop and took the helm myself.

All afternoon the wind continued to increase and the sea rose very high. The direction of the wind changed a bit to the right and held steady. The spray would occasionally drench us all. The sail, bit by bit, was taken in altogether. Two small triangles of canvas were rigged forward to keep her stern to wind and weights shifted aft.

A line was made fast to the mast to indicate the direction of the wind, and I gave the helm to Seaman Fallon. He lay on his back in the stern sheets and steered while the boat was making five or six knots through the water. At 5:00 P. M. the gale was raging furiously with a heavy sea running. At 6:00 P. M., Fallon, drenched repeatedly, had a cramp and Cadet Currie took his place.

Currie was the 17-year-old son of a famous English sportsman and banker. He had not been at the helm five minutes before he saw a heavy cross sea coming down upon us. Unfortunately he released the tiller and obeyed

the impulse to throw up his hands to keep the water off. The sea dropped in over the starboard quarter and washed him overboard, at the same time filling the boat to the gunwale.

I straightened the boat out, and all hands turned to with hats, buckets and shoes to clear the boat of water and to man the oars. The attempt to back the boat to pick up Currie only resulted in getting her into the trough. Currie was swimming toward us but not a third as fast as we were drifting. To save the lives of those remaining in the boat, we had to abandon the attempt to rescue Currie.

A little later another sea dropped down on top of the boat and knocked every one about, swamping the boat again. Pritchard, helmsman at this time, was suddenly stricken, and when the boat was again freed of water, he lay down in the bottom. I took the tiller and stood up in the boat in order to see the waves and feel the wind to better advantage. The men sat down in the bottom to improve the stability, and three of them appointed themselves my protectors by hanging onto my feet and knees.

The Frenchman stood up in the bow, like a gray ghost, hanging onto the mast. When the boat was poised on a wave, the bow down at an angle of 45 degrees and charg-

U-Boats Used Lifeboats as Live Decoys

How the U-boat that sank *Dwinsk* nearly succeeded in torpedoing another American transport was later told by members of the crew of *Von Steuben*. This ship had been captured in an American harbor when the U. S. entered the war and was doing yeoman duty as a troopship.

At the time of the *Dwinsk* sinking, *Von Steuben* had been en route from France to the U. S. when she sighted a number of lifeboats off the port bow. Hardly had she spotted the lifeboats when an alert lookout spied the wake of a torpedo about 500 yards from the ship.

He reported promptly to the bridge and the captain took immediate evasive action which saved the ship. Several depth bombs were dropped at the estimated position of the submarine but with no result.

At the time, *Von Steuben* had received no SOS signal from *Dwinsk* and the captain decided that the lifeboats were merely decoys for lurking submarines. It was only afterward that they found out they were decoys all right, but live decoys — the survivors of their sister transport.

Adrift in an Open Boat

ing along at express speed, he seemed to be the least perturbed of the crew.

It was very dark and the wind, still increasing, brought intermittent rain squalls. This was not without advantage, since by opening the mouth water could be obtained. The water had a peculiar taste, as if there were quantities of ashes or dust in it. At times the rain would fall in torrents until the great waves were completely hidden by the rain splashes. This doubtless rendered the sea less perilous, a circumstance which perhaps saved the life boat from being wrecked.

It was about 11:00 o'clock that night when the wind began to shift rapidly. The wind would come from one direction and the seas from another. The waves were partially illuminated by a dim light, and this illumination was of great assistance in meeting them squarely. For fifteen minutes at a time I would keep the rudder hard right and then a few minutes hard left. In an hour there was almost a total calm, while the small boat tossed about aimlessly on the confused sea.

At first, when I made a remark about the wild beauty of the semi-illuminated sky and sea, the crew seemed to think that I had lost my mind. But after they heard about their unusual fortune in being at the center of a cyclonic

storm and began to think about the tales they could tell when they landed, they began to cheer up and the conversation was quite lively. They forgot the incident of a half hour before, when one of the men moaned from the bottom of the boat, "Is there any hope?"

The calm was of short duration, however, and the wind set in again, bringing a torrential rain. The boat once more resumed its circling in the furious sea. The crew was drenched again and again with spray. The Frenchman stood at the mast and a detail of two men bailed out water without cessation.

After two hours of this, the wind steadied, though still blowing a gale. When it grew lighter in the morning, a long dark cloud was seen overhead extending across the sky from west to east, and when we were swept under it a chilly rain fell.

The wind coming from the west was dying down a little. My arms were aching after 11 hours at the helm, and after a sea anchor was rigged by lashing together two oars, the Frenchman relieved me. The wind moderated during the day, but the swell was high.

In speaking of the storm that day, Gregory, who had followed the sea for 40 years, declared that he had never seen anything like it. If, by having to endure the storm of that night again, the world would give him every luxury known to men for the rest of his life, he said he would refuse. He preferred the pleasures of a nice farm in Wales where he could spend the rest of his days with his wife and children.

* * *

Toward night we set sail heading southwest, the wind being northwest. At midnight the wind had dropped to a calm. Monday, Tuesday and Wednesday passed with light, variable winds and calms. These days taxed the courage of the men the greatest. They all knew we were in the Gulf Stream and drifting farther away from land every hour.

When some of the crew, who had practically abandoned hope, began to sing familiar hymns, including "Nearer, My God, to Thee," I made them stop and the American seaman, Richards, and I sang "Homeward Bound," and other cheerful popular hits.

The food ration was cut to two-thirds of a biscuit a day with a quarter of a pint of water. The Second Engineer Officer, Pattison, became guardian of the hatchet, and whenever this weapon went forward to sharpen pegs or open tins, he would follow unostentatiously after and bring it aft again. He expected a raid on the food and water supply, but his fears were unfounded. The men were eager and prompt to execute every command or adopt every suggestion particularly after the storm on Saturday night.

The spirit in the boat was excellent. Helpfulness and brotherly care were very evident in sharing clothing and sleeping places, and in assisting one another at work. Two of the weakest were excused from work. Those on lookout details had their eyes infected until they were temporarily blind. Shirts were given as bandages and no efforts spared to make them comfortable.

Mother Carey's chickens [petrels which often follow a ship far to sea — Ed.] then began to follow the boat continuously. They were looked upon as an omen of good luck. Small and varied colored sharks were called "land sharks" and an attempt was made to spear them for food. Sea-gulls in flocks also were considered a sign of prox-

Testimonial of Survivors in Boat No. 6

When they were finally rescued, the sunburned, beaten and weakened survivors of the sinking of *Dwinsk* had drifted nearly 300 miles and had reached a spot some 340 miles from Norfolk, Va. *Rondo* reached port with them the next night.

Six hours before the ship pulled into port, Lieutenant Whitmarsh was standing near the ship's bridge when one of the crewmen of *Dwinsk* walked up to him and presented him with following testimonial written and signed by all the survivors of the lifeboat. It read:

We the undersigned, survivors of the torpedoed steamship Dwinsk, wish to show our undying appreciation of the conduct of Lieutenant (j.g.) R. P. Whitmarsh, U. S. Navy, who, under the most trying and perilous conditions, set an example of courage and bravery beyond all praise, and we feel that his conduct and devotion to duty when face to face with destruction in a raging storm in an open boat, when most of us believed that the end had come, carried us through until the storm passed, and later, after many days in this boat, when all hope of rescue seemed small, he was always cheerful and hopeful, and encouraged us to further efforts.

(Signed)

T. J. Richards,
Seaman, U.S.N.
R. J. Pritchard, First Officer
J. J. Skilling, Chief Steward
E. Griffith, Boilermaker
J. J. Martin, Barkeeper
C. Gregory, Linen Keeper
John Jones, Greaser
John Wainwright,
Donkeyman
M. Keough, Fireman
H. Spooner, Fireman

W. E. Soper, Storekeeper
J. Sammut, Assistant Cook
Je. Mouelles, Seaman
James Pattison,
Sec. Eng. Officer
James Downie,
Fourth Eng. Officer
Dinsdale Walker,
Chief Baker
George Fallon, Seaman
Harry Collins, Fireman
James Wright, Barkeeper

imity to land. Boxes, spars, and similar driftwood made the men happier.

The first man to sight the steamer that would pick us up was to have the biggest dinner money could buy when we landed!

But the men were depressed in spite of it all. The sun would bake them mercilessly, and later, cold rains would chill them to the bone. One man made an attempt to drink salt water. Another thought it would be better to go over the side in the night and end it all. Discipline was insured only by the unchanging severity of command, combined with the proper regard for the welfare of the individuals in the boat. Mouellec, Richards and Grégory, however, were consistently cheerful.

Wednesday afternoon, toward four o'clock, the weather looked threatening and the wind increased. Rain began to fall very heavily. After washing the salt out of the sail, all hands drank their fill of water and caught an additional four gallons.

By midnight, the wind from ESE was blowing a gale with high seas and continuous rain. When we took a couple of seas the sail was shortened somewhat, but we made the most of the opportunity to run in. The crew was drenched with spray, but the time for compromise was past. Mouellec and I relieved each other at the helm until Thursday morning, when the wind moderated and the rain stopped. It was calm all day.

A diversion during a watch was our time piece, a dollar

watch marked "Boyproof." It would run perhaps five or ten minutes at a time before it stopped. Shaking would start it gain. The man at the helm stood very long watches unless he gave the "Boyproof" his undivided attention.

Friday morning at 9:30, Collins jumped up and began waving his arms. He had sighted a steamer to the eastward heading towards us. The sail was left up until the hull and men of our boat could be clearly seen.

It was the USS *Rondo*, Commander Grenning, USNF, in command.

Most of the men of the life boat were so weak that they had to be lifted up the sea ladder by means of a line, although a few of us managed without assistance. The American sailor, Richards, who sacrificed his rations to preserve his companions, was particularly weak. When I left the boat, two sailors from the *Rondo* were behind cutting holes in the hull and salvaging material such as oars, sails, water breakers and rigging. This was accomplished quickly and the boat left so that the next storm would knock her to pieces.

The survivors were given medical attention, clean clothing and food and shown every kindness human beings could bestow upon fellow creatures. The fearlessness of Captain Grenning in approaching the life boat when unarmed and when warned that the submarine was using our boats as a decoy, is most commendable and I am sure every survivor will remember him with infinite gratitude.



TAFFRAIL TALK

A photograph taken by a skilled Navy photographer and later used as an ALL HANDS cover shot has taken the "Best of Show" award at a special Pentagon still picture exhibit.

The dramatic shot reproduced here shows the submarine *Pickerel* (SS 524) leaping out of the water at a 48-degree angle at Lahaina Roads, Pearl Harbor. The shot is titled "Porpoising *Pickerel*" and was taken by C. H. Barnett, JO1, USNR, with a 4 by 5 Speed Graphic camera. Barnett has completed his tour of Navy duty and is now back in civilian life in Eugene, Ore.



Prize photograph.

The photo shows how careful planning is involved in many of the best photos. *Pickerel* was scheduled to make the radical surfacing maneuver in order to give experts a chance to evaluate certain of her capabilities and characteristics. Photogs at CinCPac saw a chance for a good shot and hopped aboard another submarine, *uss Sabalo* (SS 302), which was to stand by during the test.

As *Pickerel* nosed up from the depths, *Sabalo* kept her under sonar "observation," feeding relative bearings on her to Barnett and several other shutter snappers. This enabled the photogs to have their cameras approximately aimed at the instant the submarine broke surface and accounted for the prize winning picture.

* * *

Every once in a while we get a testimonial to the "pulling power" of a news item or story.

For example, in one issue a few years back we ran a list of the ship's histories then available to Navymen. As a result of the story, the section in the Navy Department responsible for publishing these histories was all but inundated by the flood of requests that came pouring in.

Something of the same sort has now happened, it seems, to a spearfishing club organized by a handful of Navy sports enthusiasts at the Receiving Station in San Diego.

One of the members of the San Diego club writes to tell us that two recent pieces we ran about "Kelp Kings" have brought no less than 9000 requests for information put out by this club.

In fact, he tells us, the requests for memberships have come in so fast the Kelp Kings are now "the world's largest spearfishing club" as well as "the only organization in the world to have a complete training course in the art of spearfishing."

In this training course, our correspondent adds, they teach everything from how to operate the aqualung (the device spearfishers use to breathe underwater) to how to determine where the best fish hang out.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.; 20 cents per copy; subscription price \$2.25 a year, domestic (including FPO and APO addresses for overseas mail); \$3.00, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: MANNING THE RAIL—Smartly clad sailors man the rail of *uss Missouri* (BB 63), an honor accorded to a president or sovereign, or member of a reigning, ruling family.

4
f
s
y
e
al
-
f
o
is
st
-
-
if
S.
st

is
rs,
g-
p-
d-
as
ld
of
or

of
he
be
ck
nd
of-
ch
c-

ga-
th
he
to
ra-
nd
re-
to
he
as
va.
nd
ps

ges
re-
ed

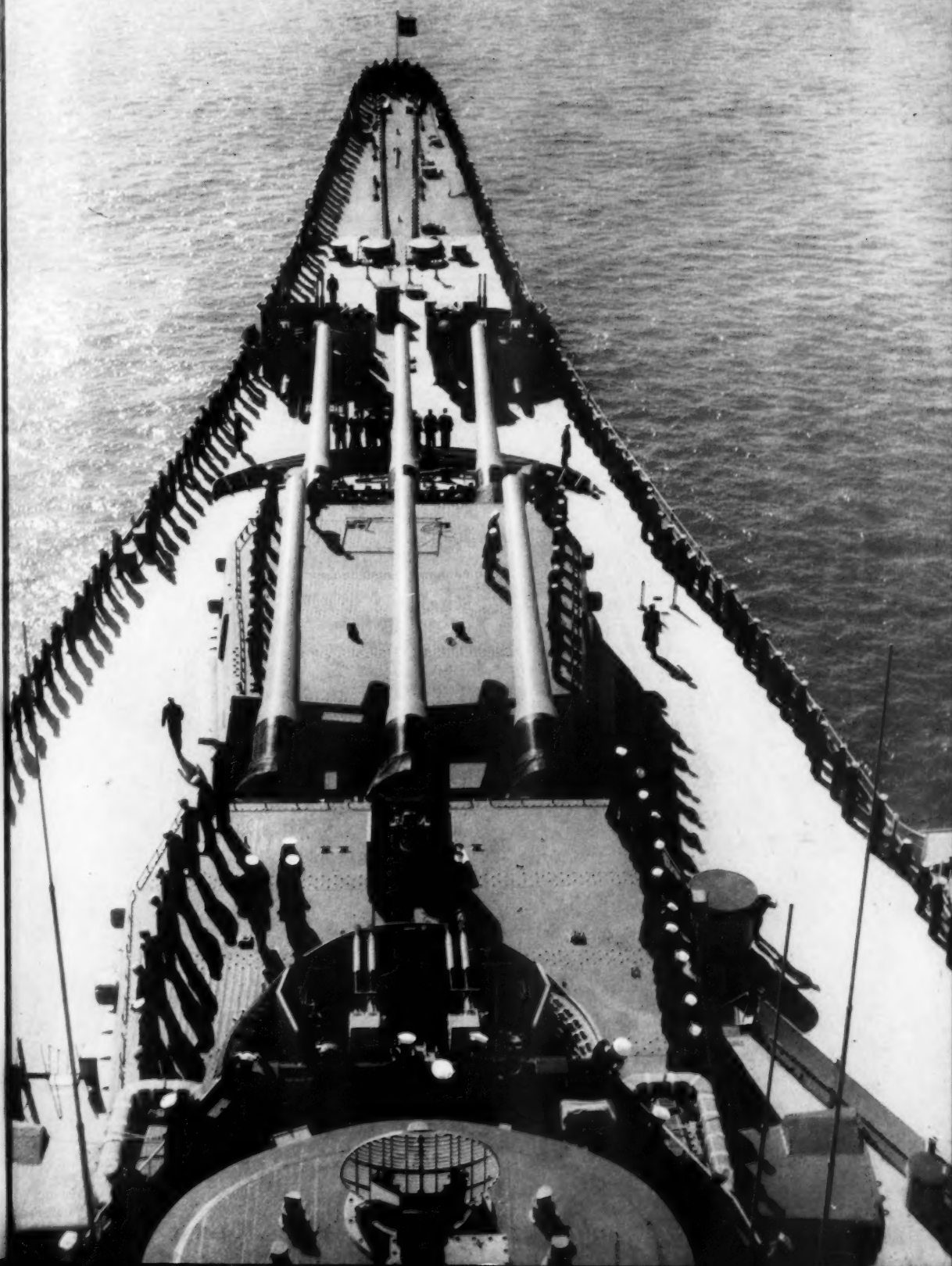
full

dis-
avy
ch
es-
nd-
uld

ef-
rps.
be

4DS
ga-
val
ers
cial

ac-
em-



SALT SOME AWAY!

PAY WINDOW №4



★ ★ ★ ★ invest in the future ★ ★ ★ YOUR future

BUY U.S. SAVINGS BONDS

